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Hongkong, 9th June, 1913. [782

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Hongkong, 24th April, 1913. [609

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Hongkong, 17th April, 1913. [589

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TIME TABLE.

WEEK DAYS.

| | | | |
|---|---|---|---|
| 7.00 a.m. to | 8.00 a.m. | ...Every | 15 minutes. |
| 8.00 " " | 10.00 " | ... " | 10 " |
| 10.00 " " | 11.00 " | ... " | 15 " |
| 11.30 " " | 12.45 p.m. | ... " | 15 " |
| 12.45 p.m. " | 1.15 " | ... " | 10 " |
| 1.15 " " | 1.45 " | ... " | 15 " |
| 1.45 " " | 2.15 " | ... " | 10 " |
| 2.15 " " | 5.00 " | ... " | 15 " |
| 5.00 " " | 8.10 " | ... " | 10 " |

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

| | | | |
|---|---|---|---|
| 8.00 a.m. to | 10.30 a.m. | ...Every | 15 minutes. |
| 10.30 " " | 11.00 " | ... " | 10 " |
| 11.45 " " | 12.00 noon | ... " | 15 " |
| 12.00 noon " | 1.00 p.m. | ... " | 10 " |
| 1.00 p.m. " | 5.00 " | ... " | 15 " |
| 5.00 " " | 6.00 " | ... " | 10 " |
| 6.00 " " | 7.00 " | ... " | 15 " |
| 7.00 " " | 8.10 " | ... " | 10 " |

NIGHT CARS as on Week Days.
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Extra Car at 12 Midnight.

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Hongkong, 1st April, 1913. [528

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A SPECIALITY:
FRESH HOME-MADE CHOCOLATES.

WEISMANN, LIMITED.
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SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

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|---|---|---|---|---|---|---|
| $ 40.00 | Shanghai (Steamer) | Lv. | Forenoon | | Mon. | Wed. |
| | Dairen ( " ) | Ar. | " | | Wed. | Fri. |
| Y 14.95 | " (S.M.R. Train) | Lv. | 3.20 p.m. | Mon. | " | Sat. |
| | Mukden ( " ) | Ar. | 11.25 " | " | " | " |
| Y 11.50 | " ( " ) | Lv. | 11.50 " | " | " | " |
| | Changchun ( " ) | Ar. | 6.50 a.m. | Tues. | Thurs. | Sun. |
| R 9.60 | " (Russian Train) | Lv. | * 8.00 " | " | " | " |
| | Harbin ( " ) | Ar. | * 2.00 p.m. | " | " | " |

| Connecting at Harbin with | State Express from Moscow | Wagon-Lits for Moscow | State Express for St. Pet'g. |
|---|---|---|---|

SOUTH BOUND.

| Connecting at Harbin with | State Express from St. Pet'g. | State Express from Moscow | Wagon-Lits from Moscow |
|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| R 9.60 | Harbin (Russian Train) | Lv. | * 10 a.m. | Mon. | Wed. | Fri. |
| | Changchun ( " ) | Ar. | * 6.30 " | " | " | " |
| Y 11.50 | " (S.M.R. Train) | Lv. | 7.00 " | " | " | " |
| | Mukden ( " ) | Ar. | 1.50 p.m. | " | " | " |
| Y 14.95 | " ( " ) | Lv. | 2.10 " | " | " | " |
| | Dairen ( " ) | Ar. | 10.20 " | " | " | " |
| Y 40.00 | " (Steamer) | Lv. | Noon. | — | Thurs. | Sat. |
| | Shanghai ( " ) | Ar. | Forenoon | — | Sat. | Mon. |

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

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Hongkong, 16th April, 1913. [694

## INTIMATIONS

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ONLY *communications relating to the news column should be addressed to* THE EDITOR.

*Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.*

*All letters for publication should be written on one side of paper only.*

*No anonymously signed communications that have already appeared in other papers will be inserted.*

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.


# The Daily Press.

HONGKONG, AUGUST 30TH, 1913.


A SENSATION has been caused in the Philippines by the resignation of Governor-General FORBES. Though cables to the Manila papers recently have indicated the probability of an early change, it was known that Mr. FORBES did not contemplate resigning the office until next year, and the official announcement that he cabled his resignation, "as suggested by the PRESIDENT," on Sunday evening last, to take effect on September 1st, came as a disagreeable surprise to the American community, who realise that in him the Islands are losing a conscientious, hard-working and sound administrator. As the cable from the Secretary of State for War, calling for the resignation, was marked "confidential," it it has not been made public, but the change in the Executive would seem to be the outcome of the attacks upon the Administration which have been made in the House of Representatives and elsewhere by the Hon. WILLIAM JONES, of Virginia, the author of a Bill to grant the Filipinos independence. Having cabled his resignation Mr. FORBES has made public a very lengthy reply he has made to Mr. JONES' charges against his administration. It extends to many columns in the Manila papers and is remarkable for its vehement denunciation of the calumniator, and we imagine that Mr. JONES, as he perused this voluminous document in which the main charges are taken and convincingly answered, must have found it no easy matter to persuade himself that the verbal trouncing he receives was not richly deserved. Mr. JONES is Chairman of the Committee on Insular Affairs of the House of Representatives, and, as we have said, he is the author of a Bill intended to withdraw American control from the Philippine Islands. "However I may differ with Mr. JONES as to the wisdom and propriety of terminating in the near future our national guardianship of the Filipinos," writes Governor-General FORBES, "I do not question his right to express and support his opinion. I concede that he may properly urge, if he so believes, that the Filipinos, unaided, could and would maintain a better government than is now given them, provided he fairly reports the present government; but I insist that he may not pervert the facts nor say what is false, that he may not, in malice or in disregard, slander me or any other American official, to support his contention." The Governor-General charges Mr. JONES with having traduced him and his associates in the Government of the Philippines in his speeches in the House of Representatives. "Those speeches, so far as they refer to the insular administration," Mr. FORBES declares, "contain few accurate statements, much suppression of the true, much suggestion of the false, and not a little outright untruth. Many things concerning which Mr. JONES spoke were matters of public record; all of the facts were readily accessible to any member of Congress, and especially to the Chairman of the Committee of Insular Affairs. We have no recourse for our vindication except this, to present the facts to the American people and let them judge between Mr. JONES and us." Mr. FORBES summarises a prepared speech delivered by Mr. JONES in the House of Representatives, as follows:—

The speech opens with criticism of President Taft for presuming to oppose the pending Jones Bill for the abandonment of the Philippine Islands. Referring to a reported statement of the President that the self-governing colonies of Great Britain afford examples for the future relations of the Philippine Islands to the United States, Mr. Jones asserts that, while the people of Australia and Canada are virtually free and independent, the American Government of the Filipinos "is an oligarchy of the most intolerable, despotic, and unrestricted character," an "irresponsible and odious autocracy." In support of this unpleasant allegation, Mr. Jones marshals a host of misstatements. He charges me and my associates of the Commission with causing the failure of the annual appropriations for the support of Government by insisting upon extravagant and selfish provisions which the Assembly could not accept. He insinuates that the Commission intentionally provoked the deadlocks in order to cheat the Assembly of its share in the control of the revenues; and alleges that I have expended the public funds arbitrarily and extravagantly, in violation of law and in disregard of the wishes and interests of the people, and that I and the Commission have not only squandered the revenues but have misused the gold standard fund and the Congressional donation of 1903. He asserts that Baguio, the hill station of the Islands, is a pleasure resort maintained for the sole benefit of American officials with public funds and in disregard of the needs and wishes of the Filipinos. He accuses American officials of grafting and me of protecting them, and continuing them in office after their guilt had been proven. He says that Army and Navy officers are insincere and untrustworthy and willing to betray the interests of the Filipinos to advance their own interest and "hold their jobs." I shall quote many of these allegations of Mr. Jones' and reply to them. The rest of his speech, with which I have no present concern, consists of an effort to show that the occupation and retention of the Philippine Islands have imposed upon the United States a greatly increased burden of military and naval expenditure.

Mr. FORBES presents these charges and his refutations and comments in parallel columns. The refutation is in every case convincing, and whoever carefully reads through this lengthy document cannot but be amazed that a member of Congress, occupying the position of Chairman of the Committee especially concerned with the Philippines, and, therefore, having access to authentic information in regard to practically every point in his indictment, should not have taken the pains to have made himself acquainted with the facts before making a speech in the House of Representatives so damaging to the reputations of the Governor-General and his associates in the Government of the Islands, and, moreover, so destructive of public confidence in the American administration. The authorities quoted for many of Mr. JONES' statements are men who have been in the service of the Government in the Philippines and have either been called upon to resign or have resigned because their ambitions were disappointed. All these witnesses Governor-General FORBES describes as "sore-heads," men who have personal grievances and resentments which affect their credibility. Yet it appears to have been entirely on the strength of the statements of such men that Mr. JONES, with the prestige attaching to his position as Chairman of the Congressional Committee on Insular Affairs, gave utterance to a string of calumnies. The position is made infinitely worse by the action suggested by the PRESIDENT, and one cannot read Mr. FORBES' reply to his critic without feeling that it is a just criticism which a Manila paper passes on the episode when it says: "The censurable conduct of the PRESIDENT and the responsible authorities toward the Philippine Executive may rightly be taken as proof conclusive of the inability and temperamental unsuitability of the American people (at least those of them holding the reins in Washington) to administer colonies." A successor to Mr. FORBES has been appointed, and the only inference to be drawn from Mr. HARRISON'S appointment is that a change of policy is contemplated on the lines of the famous JONES Bill—a change, we venture to add, not likely to redound either to the credit of the United States or to the advantage of the Filipino people, whose interests are supposed to be consulted by such a measure.

---

The fourth Gymkhana of the season takes place at the Race Course this afternoon, commencing at 3.15.

A meeting of those interested in the purchase of subscription griffins for the next race meeting is called for 12.30 to-day at the Jockey Club office.

The Director of Education has informed the police of the disappearance of a clerk in the employ of the Education Department, and $125 belonging to the Government.

Two Chinese were charged before Mr. Hazeland with receiving stolen property, to wit, a number of partly-made 20 cent. pieces. It is alleged that they were looted from the Canton mint. The case was remanded.

One of the Sanitary Department's dust carts knocked down a servant girl, aged about 13. Her injuries were not serious, and she refused to go to hospital. The coolie in charge of the cart has been arrested in connection with the accident.

A party of opium farmer's men raided No. 130, Wanchai Road for opium on Thursday night, and discovered a printing plant for the manufacture of Kwangtung bank-notes. Thousands of uncompleted notes were strewn about the floor.

Captain Bent, of the *Tenyo Maru*, has reported that a Chinese who was being detained on board the boat for larceny, and who was to be handed over to the police, jumped overboard into the Harbour and was drowned. The man's hands were tied behind his back at the time.

The Bishop of Victoria will to-morrow administer Holy Communion and preach at St. Mary's Chinese Church, East Point, at 11 a.m. He has announced a series of addresses or Bible readings at his residence, 105, Mount Gough Road, The Peak, on Tuesdays during September, at 11 a.m. The subjects selected are September 2nd, Faith; 9th, Prayer; 16th, Love; 23rd, the Lord's day; 30th, the Future Life.

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## ROYAL BIRTHDAY ANNIVERSARIES.

H.M. THE QUEEN OF THE NETHERLANDS.

To-morrow, August 31st, is the birthday of Her Majesty the Queen of the Netherlands, but as the day falls on a Sunday, it is officially announced that there will be no reception at the Netherlands Consulate-General.

H.M. THE EMPEROR OF JAPAN.

H.I.J.M. the Emperor was born on August 31st, 1879, but October 31st has been fixed for the public celebration, and this will hold good during the present reign. Only a religious service will be held on the 31st August, at the Imperial Court. All the Birthday Celebrations, from the State banquet to the Military Review, will be held on October 31st each year. Consequently the Consul-General for Japan in the Colony of Hongkong will receive the Birthday congratulations also on that day.

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## MOTOR BOATS FOR PHILIPPINE GOVERNMENT.

Messrs. W. S. Bailey & Co., Ltd., have completed for the Philippine Government a 35-ft. teak motor boat for service at Zamboanga. The vessel is of the cabin cruiser type and fitted with a Fay & Bowen convertible kerosene motor of 44 horse-power. The firm have also completed for the Government a 35-ft. motor boat of white cedar fitted with a 64 horse-power Fay & Bowen engine, and otherwise similar to the 44 horse-power boat. The vessels are named respectively Motor Boat B and Revenue Cutter *Gilbert*, the latter boat being intended as a tender to the vessel of that name which is taking both motor boats to Manila.

# TELEGRAMS

[THROUGH REUTER'S AGENCY.]

## THE MEXICAN SITUATION.

"MEXICO CANNOT FOREGO HER SOVEREIGNTY."

LONDON, August 29th.

The Mexican Government is silent regarding President Wilson's message.

Don Gamboa, the Foreign Minister for Mexico, affirms that his Government has no comment to make. The Mexican Congress Committee also maintains silence. The Foreign Minister declares that President Huerta desires to exercise great forbearance, but Mexico can not forego her sovereignty and make future elections for the Presidency liable to veto by any President of the United States.

President Wilson's second Note only requested an immediate answer to the demand that Huerta should not be a candidate for the Presidency. President Wilson suggested that if this was agreed to he would express to American bankers his assurances that the Government would regard favourably an immediate loan to Mexico sufficient for the temporary needs of the administration.

The Foreign Minister replied that no loan could be big enough to induce a sacrifice of their national dignity, and that it was impossible for President Huerta to withdraw.

Meanwhile, Mr. Bryan has telegraphed to the United States Embassy and Consuls to aid the departing Americans and provide funds for free transportation to the needy, as well as to foreigners in case of emergency.

A telegram from San Antonio (Texas) says that acting under orders from Washington the Infantry, Cavalry, and Artillery have been rushed in two hours' notice to the Mexican border, and that 1,000 other troops are ready to depart.

LATER.

There is a more hopeful outlook in regard to Mexico. Mr. Lind has been instructed from Washington to return to Mexico City. It is believed that he has received assurances from Mexico that President Wilson's latest proposals will be accepted.

The Foreign Minister is reported to have pointed out that the Constitution prohibits an interim President himself succeeding to the Presidency.

The American Treasury has telegraphed the Customs agents of the United States to lay an embargo on all shipments of arms to Mexico, regardless of the consignees. A large shipment has been detained opposite the frontier town of Juarez.

It is reported in New York that President Huerta has expressed his willingness to meet Mr. Lind at least half way on the proposals of President Wilson, without absolutely yielding.

A later message from Washington says that in view of the improvement in the situation the American Border Patrol will not be reinforced at present.

Mr. Bryan is preparing to start on a lecturing tour.

## THE RECENT FIGHTING IN MEXICO.

BRITISH VICE-CONSUL EULOGISED.

WASHINGTON, August 29th.

The American Consul at Torreon highly praises Mr. Cummins, the British Vice-Consul at Gomez Palacio, who during the recent fighting several times risked his life in assisting Britishers and Americans, and harboured numbers of refugees at the Consulate, including 30 Chinese.

## ILLNESS OF THE GOVERNOR OF EAST AFRICA.

NAIROBI, August 29th.

His Excellency Mr. H. C. Belfield, C.M.G., Governor and Commander-in-Chief of British East Africa, is seriously ill.

The Chief Secretary (Mr. C. C. Bowring, C.M.G.) has been appointed Acting-Governor.

## OBITUARY.

LONDON, August 29th.

The death has occurred of Mr. Leopold Hoffer, the chess expert.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## FIRE ON THE "IMPERATOR" AT NEW YORK.

PANIC AMONG THE STEERAGE PASSENGERS.

NEW YORK, August 29th.

A fire broke out in the Docks aboard the giant liner *Imperator*. The Second Officer and a seaman were suffocated. The former died when leading men from the smoking hold.

The outbreak occurred at four o'clock in the morning, and caused a panic among the 1,500 steerage passengers who had remained on board overnight. The estimated damage is considerable. The fire was extinguished in the morning.

The crew had to cease fighting the flames until the steerage passengers had been placed safely ashore. The liner has a list of 15 degrees. The fire was confined to the upper store-rooms.

Despite the water, which is 30ft. deep, in the hold, the officials are confident that the *Imperator* will sail her regular turn on Saturday.

## THE LONDON STRIKE.

STRIKERS DEMAND DISMISSAL OF NON-UNIONIST PAINTERS.

LONDON, August 29th.

Earl Beauchamp, at the Office of Works, received a deputation of strikers, who demanded the dismissal of all non-unionist painters.

Earl Beauchamp reserved his reply.

This is a serious development, involving the whole question of free labour now in London. The Builders and Transport Workers' Federations have joined the strike campaign. Meanwhile individual employers continue to meet the demands of the men in a most conciliatory spirit.

The London Master Decorators meet the Executive Trades Disputes Committee this (Friday) evening. The Committee has considered a further definite offer by the masters, which will be submitted to the men on Saturday, when there is a reasonable hope of settlement.

## STRIKE LEADERS ARRESTED IN DUBLIN.

CHARGED WITH SEDITIOUS LIBEL AND INCITING TO RIOT.

LONDON, August 29th.

Three strike leaders have been arrested and committed for trial at Dublin on a charge of seditious libel and inciting to riot. It is alleged that one of the strikers, in the course of an address, declared, "If Sir Edward Carson is right in telling the Ulstermen to form a Provisional Government in Belfast, then I also am right in telling you to do likewise in Dublin."

## THE VANCOUVER STRIKE.

PERMANENT GARRISON TO BE STATIONED IN AFFECTED DISTRICTS.

VICTORIA (B.C.), August 29th.

The miners' strike continues, and 700 Militia remain in the affected centres. No fewer than 160 men have been arrested, the majority being committed to the Assizes. Among the prisoners is a Legislator named John Place, who is accused of participating in an unlawful assembly and of being in possession of stolen property, a revolver used by a rioter being found at his residence.

There has been no further rioting, and possibly the majority of the troops will be withdrawn next week, but a permanent garrison will be stationed at Nanaimo.

The Western Field Company's mine at Nanaimo and the Canadian Collieries' mine at Extension are flooded and will be unworkable for two months. They employed 1,500 persons.

## "KONGO" SAILS FOR THE FAR EAST.

LONDON, August 29th.

The new Japanese battle-cruiser, the *Kongo*, has sailed from Devonport for the Far East. A crowded "At Home" was held on board the evening prior to her departure, among those attending being Count Inouye (the Ambassador), Vice-Admiral Sir George Egerton, and other notabilities. The function ended with mingled "Hurrahs" and "Banzais."

## OUTBREAK OF MANGE AMONG ARMY HORSES.

LONDON, August 29th.

In consequence of a serious outbreak of mange among the Army horses, the Cavalry attending the Manœuvres will be seriously reduced. Several regiments are affected by the outbreak.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## ATTACK BY SUFFRAGETTES ON THE PREMIER.

SEIZED AND DRAGGED ABOUT ON GOLF LINKS.

LONDON, August 29th.

Whilst Mr. Asquith was playing golf at Lossiemouth he was attacked by two Suffragettes, who sprang from a bunker, seized the Premier, and dragged him about, knocking off his hat.

Miss Asquith rushed to her father's assistance, and in a minute two detectives seized the women, dragging them away with some difficulty.

Spectators hissed at the Suffragettes, shouting "Duck them in the sea." The women were conveyed to the Police Station, where they refused to give their names and addresses.

## PALACE OF PEACE.

INAUGURATED AT THE HAGUE.

THE HAGUE, August 29th.

The Palace of Peace was solemnly inaugurated in the presence of Queen Wilhelmina and the Prince Consort.

Mr. and Mrs. Carnegie were presented to the Queen, who decorated the former with the Grand Cross of Orange-Nassau.

Brilliant weather prevailed, and the streets were full of life and colour. On the arrival of the Queen and the Prince Consort the choir sang the Old National Anthem.

## BRITISH IMPERIAL EXHIBITION.

CLAIM FOR BRITISH SUPPORT.

LONDON, August 29th.

The British Imperial Exhibition claims British support in preference to the Panama Exhibition at San Francisco in the same year because the Imperial Exhibition was the first in the field. When approached by the San Francisco representatives those acting for the Imperial Exhibition informed them that they confidently expected the support of the British public. Consequently they have decided to publish full details of the Imperial Exhibition. The year 1915 is a great one for the Empire. The Prince of Wales will in that year celebrate his twenty-first birthday, and it is the Centenary of Waterloo.

## THE OLYMPIC GAMES COMMITTEE.

NECESSITY FOR ENTHUSIASM IN SCHOOLS.

LONDON, August 29th.

The Olympic Games Committee publishes an elaborate programme for the preparation of athletes by various governing sporting bodies, which enjoins the necessity of arousing enthusiasm in the Schools and of securing the co-operation of Headmasters. The Committee is arranging County Championships and triangular English, Scotch, and Irish contests, and is assisting affiliated Clubs with prizes. All contests are to be at metric distances.

## MINISTERS FLY OVER THE SOLENT.

LONDON, August 29th.

Mr. Winston Churchill and Colonel Seely visited the Naval Flying Station at Calshot, and went for a flight in a seaplane in the Solent. The Ministers assisted to pull the seaplane from the shed.

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## INTERPORT SWIMMING AT SHANGHAI.

RESULTS TO DATE.

The interport swimming competitions started at Shanghai on Thursday, were continued yesterday, and conclude this evening.

Our Shanghai correspondent wires the following results:—

100 YARDS RACE.—1, C. J. Cooke (Hongkong); 2, J. C. Finch (Hongkong). Time, 65 1-5secs.

LONG PLUNGE.—1, Koplin (Shanghai); 2, D. H. Cooke (Shanghai).

TWO LENGTHS TEAM RACE.—This was won by Shanghai. Time, 3min. 31secs.

HIGH DIVE.—L. C. Souza (Hongkong).

THROWING THE POLO BALL.—1, Bombardier Colmer (Hongkong); 2, Private Farmer (Hongkong). Distance, 62 feet.

HALF-MILE RACE.—1, J. C. Finch (Hongkong); 2, Berthet (Shanghai); 3, C. J. Cooke (Hongkong). Won by 24 lengths. Time, 13min. 33 4-5secs.

## UP RIVER NOTES.

### A PERILOUS JOURNEY.

### DETERMINED PIRATICAL ATTACK ON A BRITISH LAUNCH.

[FROM A TRAVELLING CORRESPONDENT.]

CHING YUEN, August 20th.

We left Pakong Hau yesterday at 1 o'clock and started up river. On our arrival off Shek Pi Hang, the first station from Pa Kong Hau, at which the train has now resumed running, we were met by a fusillade of rifle shots when at a distance of about 100 yards from the right bank of the river. The river at this point is about 200 yards wide, and we were obliged to keep to the centre of the stream on account of shoals on the other side. The pirates, who were sheltered behind rocks, kept up a running fire at us for about 100 yards. We had wisely protected our extra pilot, taken on at Ching Yuen, by ten *mille* cases of cigarettes that we had placed all around him, piled up about four feet high: the cases themselves being about eighteen inches thick. It must be here stated that without this forethought our pilots would have succumbed at the first fusillade, as the boat has no protection against such eventualities, as has almost every river launch and gunboat. This protection, which turned out to be quite as good as, if not better than, armoured plate, certainly saved their lives, as no bullet penetrated them, only one passing through a slit between two cases, when we swung round, and grazed our ship's pilot's ankle.

We took cover ourselves by laying full length on the cabin floor, and bullets for some time continued to pierce the woodwork of the cabin and to fall around us. Several of these bullets we now possess; they are evidently of Japanese manufacture. Luckily, however, no one was injured, and we were beginning to congratulate ourselves at our narrow escape on safely passing this point, when we drew near the market town of Wangshek, which is on the opposite side of the river to the railway, about three miles beyond the station of Shek Pi Hang, where we were first fired on, and 14 miles from Pakong Hau. When within about half a mile of the town we noticed what appeared to be about thirty of the Luk Kwan Cantonese soldiers, coming out seemingly to meet us, and we thought we had better stop to ask their opinion as to the advisability of stopping there, in preference to our going on, as we concluded that they were guarding the place. All at once we noticed the crowd that was looking on—we were by then about a hundred yards from the shore—make a stampede for shelter, and it suddenly dawned upon us that they were going to fire on us and were evidently pirates in the disguise of Cantonese soldiers. When, however, we saw the crowd stampede we at once concluded that they were going to fire, which they did. I at once ordered the pilot to turn the boat round and go back, deeming it far better to run the gauntlet again below, as it was evidently impossible to either stop here or proceed, as these "soldiers" were much better armed than the first lot. Just before we swung round a volley was fired from the shore, most of which struck the boat in some part, bullets whistling around our ears, and it was evident that they were attempting to kill the pilots as well as the engineer, as it was this first volley which did the most damage, nearly every part of the boat being pierced by bullets. Luckily no one was injured, but nearly everyone seems to have had very narrow escapes, bullets piercing the boat within inches of most of us.

These soldiers then kept up a desultory fire for about five minutes and bullets kept striking the cigarette tins piled around the pilots, who were very pluckily keeping the boat going. The extra pilot is to be highly commended on his courage, as also the chief engineer, who, lying flat on his stomach between the two engines, kept them going at full speed ahead, in spite of falling glass from the broken windows, and the kerosene which was spurting out from one of the tanks which had been pierced by a bullet. It was evident that these soldiers were armed with more modern guns than the previous band on the other side, as some of the bullets pierced the steel plating of the hull, luckily above the water line. All this time we were wondering if anyone had been killed, as bullets were now whistling all around the boat, but evidently all below were just as near to the bottom of the boat as it was possible to get. All that we could ascertain was that we were flying back at full speed, making at least 11 knots an hour, and our brave pilots were keeping the boat straight ahead in spite of the bullets which were whistling about their ears.

As soon as we were out of range again we brought up every available case of cigarettes, as we had now to run the gauntlet again with the first band some three miles below, and we had no idea what to expect; perhaps they would attempt to reach us in boats; if so, we thought that they might finish us, as we would be helpless if they once boarded us. However, what we hoped for had evidently happened. The first band, quite certain that we should fall easy prey to the better armed band of "soldiers" at Wangshek, had evidently started back to Wangshek to join in the spoils, as no sooner were we out of range of the "soldiers" at Wangshek than we were met with another fusillade, but not so heavy as when we first passed; they were evidently too surprised at our sudden appearance again. They kept up a sort of desultory, seemingly half-hearted rifle fire, but most of the shots went wide, only a few striking the cases around the pilots. We were making double the speed down stream and we were soon out of range. Several parting shots were fired by what was evidently the outpost some distance down, but after this we experienced no more trouble and we arrived safely in Ching Yuen about 5 p.m. When we dropped anchor every one heaved a sigh of relief, as we were certainly lucky in all escaping such a very trying and perilous ordeal with whole skins. The pilot afterwards informed me that not for several hundred thousand dollars would he run the gauntlet again. Nor would I.

It is now quite evident that the whole district North of Pakong Hau is in the hands of pirates well armed, who hold all the river towns, and intend to hold them against all comers, whatever their nationality, as they certainly had no respect for the British flag we were flying, while the interior towns are held by robber bands who are now attacking all the villages, reports of which we heard everywhere north and even south of Ching Yuen. Also that those who fired on us from Wangshek are evidently some of the rebellious soldiery who have made this part of the Province their stronghold, and intend to hold it against all comers. It will take an army to restore the country to its former condition.

We reported the matter to the Captain of the Chinese gunboat stationed here, and to-morrow we intend to report it personally to the General in-command of the 500 or so troops here.

## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 29th August state:—

The local market during the past week has ruled very quiet, but decreases in some stocks have taken place, due no doubt to the approach of the Settlement and forced selling. Shanghai may be termed a dead market, though Cottons remain steady round about last week's quotations, and Langkats are on offer at Tls. 22. The market in London for "Oils" has improved and several stocks show a marked improvement. The tone of the "Tin" market is firm and the "Rubber" market is comparatively steady. Our latest quotation for hard para rubber is 3/9 per lb., and plantation sheet 2/7½. The open market rate of discount is advised at 3¾ per cent., and the Bank of England rate remains unchanged at 4½ per cent. Bar Silver is quoted at 27½ for ready, and 27 11-16 for forward. Sterling T.T. at 1/11 15-16, Shanghai T.T. at 73¾, Singapore T.T. at 85½, and Consols at 74.

BANKS.—Hongkong and Shanghai Banks have again been dealt in at $790, at which figure sales have to-day been effected. The London quotation being £80 ex dividend.

MARINE INSURANCES.—Sales have been effected in Unions at $786 and Cantons have improved to a buying rate of $305. North Chinas have been inquired for at Tls. 137½, and Yangtzes are wanted in the North at $190. China Fires remain unchanged with buyers at $148, and Hongkong Fires close at $358, at which price they are wanted.

SHIPPING.—Canton and Macaos have again led to considerable business, and now close with a selling quotation of $29]. Sales have taken place in Indo-Chinas at $75, and they now close with a nominal quotation at the same figure. China Manilas have been a dull market, and close with sales at $9.40. Douglases have remained steady, and are returned at $35 nominal. Star Ferries are still wanted, buyers now offering $56½.

OILS.—Shells have hardened, and are inquired for now at 110/-. Ural Caspians have a middle quotation of 60/- and Mexican Eagles are unchanged with a middle quotation of 47/6.

SUGARS.—China Sugars have slightly weakened, and are now on offer at $97, Luzons remain a neglected market with a nominal quotation of $35.

MINING.—Tronohs are still on the upward grade, and have now a middle quotation of 62/-. Raubs are unaltered, sellers still being in evidence at $3.35, and Heawoods have a nominal quotation of 3/6. Chinese Engineerings have improved, and are advised as 32/9 middle. Pahangs have also hardened and are returned at 11/- middle.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have been the source of considerable business, and have eased to a buying quotation of $92. The same remark applies to Hongkong and Whampoa Docks, and they now close with buyers in evidence at $80. Amoy Docks are unchanged at last week's prices, viz., $85. Shanghai Docks are quoted in the North at Tls. 53 nominal, and Hongkew Wharves at Tls. 105 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels are still wanted at $125 for the old shares, and sales have taken place in the new shares at $90. Hongkong Lands have been a quiet market, and are now quoted $115½ nominal, buyers still being in force for Kowloon Lands at $46, West Points are on offer at $72, and Humphreys Estates are wanted at $9.

COTTON MILLS.—Hongkongs have again been a quiet market, and close with sellers at $9½. The following are the official quotations received from the North to-day, viz., Ewo Cottons Tls. 130 sellers, Shanghai Cottons Tls. 115 sales, Kung Yiks Tls. 13½—sellers, Soy Chees Tls. 40 nominal, and Laou Kung Mows Tls 98 sellers.

MISCELLANEOUS.—China Providents are on offer at $8¾, Hongkong Ices at $175, Hongkong Ropes at $24, Steam Laundries at $41, China Light and Powers at $4¼, Powells at $11, and Pulps at $20. Peak Trams are quoted nominally at $10 and 90 cents for the old and new issues. Dairy Farms are wanted at $27, and Union Waterboats are inquired for at $17. Green Island Cements have now buyers at $62½, Watsons have been done during the week at $73, and China Borneos at $10.

LONDON QUOTATIONS to hand this morning by wire from our Agents are as follows (all middle prices):—

| | |
|---|---|
| Tronoh Mines | 61/- |
| Pahang Consolidated | 11/- |
| Ural Caspians | 60/- |
| Malayan Tins | 52/6 |
| United Serdangs | 9/6 |
| Mexican Eagles | 47/6 |
| Rubber Trusts | 4/1 |
| Eastern Trust's | 15/- |
| Shell Transports | 110/9 |
| Indo-China (Combined) | 160/- |
| Chinese Engineerings | 32/9 |
| Hongkong Electric Trams | 8/ |

## SUPREME COURT.

Friday, August 29th.

IN SUMMARY JURISDICTON.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

MANAGER OF THE RAILWAY SUED.

Mr. G. A. Woodcock (Assistant Crown Solicitor) mentioned a case in which Mr. H. P. Winslow, manager of the Kowloon-Canton Railway, is being sued for $1,000. He had seen Mr. Davidson, who represented the plaintiff, and Mr. Davidson had agreed to the case being adjourned *sine die*, Mr. Winslow being at present in Japan on sick leave, and the Crown having no instructions.

APPLICATION FOR TRANSFER.

In the case of Li Kin Tong *v.* Bernardino Basto, in which the amount claimed is $550, Mr. Bowley asked his Lordship to make an order that this action be transferred to Original Jurisdiction and treated as a counterclaim to actions Nos. 132 and 152. The first of the two actions mentioned commenced on July 12th, and the claim was for $6,700 against the plaintiff in this Summary action. He submitted that the proper course for the plaintiff to adopt was to ask for leave to treat this action as a counterclaim.

Mr. P. S. Dixon, who represented the plaintiff, said he could not consent to this course being adopted. If his friend was going to press the point, it would be better to go into Chambers to-morrow, as it would take a long time to argue.

His Lordship adjourned the case into Chambers.

WAITING FOR JUDGMENT.

Mr. R. C. Faithfull appeared for the defendants in the case in which the Hongkong Gas Co. are suing the Kwong Yau Sang to recover the sum of $27.94, and asked for a week's adjournment.

Mr. P. S. Dixon said there was no defence to the action, and the plaintiff was present and could prove the case.

Mr. Faithfull said he wanted an adjournment because this was the case where a petition in bankruptcy had been filed, and the Registrar had adjourned it to get information as to what the assets were. He wanted to see the Registrar to learn what he had done in the matter.

Mr. Dixon—That is no ground for an adjournment.

His Lordship—Plaintiffs want their judgment all the same.

Mr. Faithfull—I cannot help that.

The case was adjourned into Chambers to-morrow.

MAY BECOME A PARTNERSHIP ISSUE.

Five actions were brought against the Tsoi Kwong Hon firm and another, in which the total amount claimed exceeded $2,000.

Mr. P. W. Goldring, who represented the plaintiffs, said he should like to prove the case presently.

Mr. Kong Sing said he appeared for the second defendant.

Mr. Goldring—My friend may be consenting to judgment.

Mr. Kong Sing (after a consultation with his clerk) said he was instructed to appear for the firm also, and asked his Lordship to adjourn the case and order particulars.

His Lordship—What are these claims for, goods sold?

Mr. Goldring—All for goods sold.

Mr. Kong Sing—We never had an account of them. I would ask your Lordship to let the hearing go over for a week.

Mr. Goldring—This may resolve itself into a partnership issue; if my friend raises the question of partnership I have no objection to its going over.

Mr. Kong Sing—I do, and if your Lordship will allow the cases to go over to next week, maybe I will be able to consent to judgment against the firm.

His Lordship—Mention it next Friday.

## TYPHOONS "FILLING UP."

The Manila Observatory yesterday reported the typhoon over the North China Sea to be filling up.

The other typhoon, East of Northern Luzon, more than 300 miles distant, was also reported to be filling up.

## THE SIEGE OF NANKING.

### THE ADVANCE FROM CHINKIANG.

GENERAL CHANG'S BOAST.

The following dispatches appear in the latest issue of the *N.-C. Daily News* to hand:—

CHINKIANG, August 24th.

In three days Nanking will be in the hands of the Government: such is the proud boast of General Chang Hsun. For the good of everybody and everything it is to be hoped that these are no idle words, but unhappily the predictions of an early fall of China's ancient capital have not been fulfilled when made on other occasions.

While he makes this statement the doughty General still retains the railway station of Yaohwamen, as his headquarters, and here he has established himself in a railway carriage. Upon his troops the toll of war has so far been heavy, and as late as Saturday the doctors in Chinkiang had to deal with between 150 and 170 of his wounded. Still, for an early termination to the siege the prospects are more hopeful to-day. Fresh troops are being hurried to the front—a set of men superior to General Chang's own forces, and, generally speaking, better equipped. Then the fleet has left Chinkiang for Nanking, and it looks as if a combined attack will be made in a day or two.

But it is hardly on this combined assault that Chang Hsun appears to base his hopes of being inside the gates on the third day from now. Heavy though his casualties were in the attack at the Taipingmên on Saturday morning, he asserts that he scored a signal success and brought his men within fifty feet of the walls. To this he adds the news of the capture of 1,000 prisoners, but at the moment none of these statements can be verified.

GOVERNMENT CASUALTIES.

Medical men are at work inside the city of Nanking, so that none of the rebel wounded have come here, but of the Government troops there have been certainly over 400 sent back wounded. The Government army carries a few doctors with it, and they do the needful on the field of battle, but the doctors in Chinkiang have had their hands full. Dr. Balean, the resident physician of Chinkiang, and Dr. Colville, surgeon of H.M.S. *Woodcock*, have had to bear the brunt of the work, and have done grand service. The men who came over from Yangchow, when General Chang made his advance on Chinkiang, have been sent back there—that is, the wounded—as accommodation is there available for them. The others are lying in yamêns and shelters in Chinese gardens, and considering the state of warfare which exists are very comfortable.

Some of them have been sent along in a fearful condition. One man has lost the sight of both eyes through a shell explosion. Another has had his heart grooved by a bullet, but is expected to pull through. There are, however, some thirty or forty whose injuries are little more than scratches, but they have taken advantage of coming to hospital in the hope of escaping further participation in the hostilities.

This rather tends to the belief that in spite of General Chang's assurance of the early fall of Nanking, the rebels have met the Government men with determination. This is believed to have been the case in the engagement at the Taipingmen on Saturday morning, when the Government side had so many casualties. A few of the men died while on their way in a train from Yaohwamen to Chinkiang. These were taken out of the train on arrival and placed on the platform, where they remained for long before being removed.

It is satisfactory to learn that the Red Cross Society has chartered the steamer *Taiung* to come up river as hospital ship. Places for the accommodation of wounded in Chinkiang are nearly all taken up, and if the present daily additions to the list of casualties continue, a very large staff will be called for.

TROOPS TO THE FRONT.

The passage of Kiangyin Forts having been successfully accomplished on Thursday, the troopships have been discharging their contingent of troops here, and trains from Chinkiang are taking them off to Yaohwamen, which is the farthest point the railway is now worked. These troops are under General Lei, who, however, is expected to be subordinate to Chang Hsun, the President having promised the latter the honour of capturing Nanking. This latter is regarded as an important factor, as it is supposed practically to put negotiations out of the question.

General Lei's troops carry with them a fair amount of the equipment of a modern army, including doctors, tents and so forth. In this respect they are ahead of Chang Hsun's men, and, moreover, they bear themselves more soldierly. Many hundreds must already have reached the scene of action, but others are to follow, and all the appearances are that, in spite of the declarations which have been made, the Government does not consider Nanking an easy nut to crack. It is understood that as soon as all her men are ashore, the *Shingta* will return to Shanghai to bring others up river.

This morning most of the convoy which accompanied the troopships passed on towards Nanking. In all there are six men-of-war. It is anticipated that by means of the part they will take in the attack on the city, General Feng Kuo-chang's men will be able to cross the river.

### SCENES WITHIN THE CITY.

REBELS DETERMINED TO CONQUER OR DIE.

NANKING, August 23rd.

Nanking has the appearance of a besieged city, gates closed, shops closed, except restaurants and the like, and a general stoppage of business. The price of food stuffs is rising. There are almost no carriages to be seen on the streets and the ricsha-men are wary of being seen by soldiers, who force them into service, and so are very scarce. Some streets seem almost deserted. There is the intermittent sound of heavy guns, day and night, with now and then a fusillade of some sort and much miscellaneous and irresponsible firing in the streets.

Meanwhile the rebels are getting some recruits. Some Anhui troops, variously estimated at 2,000 and less, have entered the city to aid the defence, and with them the fugitive Governor of Anhui, Pah Wen-yu.

THOSE WHO SUFFER.

There is a report of serious depredations by Chang Hsun's troops among the country people east of the city toward Lungtan; of the certainty of this we may know later. It is stories like this, together with the general knowledge of Chang Hsun's methods, that make the 8th Division, who have put backbone into the others, rather die fighting than be left to his tender mercies.

General Feng Kuo-chang is commonly reported to be a man of humane methods and military bearing.

The ones who are going to suffer in the whole business are not the men who have made the trouble, like Chen Teh-chuan, the former vacillating governor, or Ho Hai-ming, the youthful editor, twenty-three years old, who induced the city to declare independence the last time and then with another youthful adviser, twenty-one years, Tai T'ien-chan, took the command. It is not these who will suffer the most, but the deluded private soldiers who have been fed on lies and the innocent people who heartily wish it were all over and a stable government in charge.

Wherever our sympathies may lie we cannot but admire the persistence and bravery with which these men fight.

FOREIGNERS IN NANKING.

There are about a dozen European men in the city and several ladies. There are almost as many bachelor establishments as there are men. Foreigners go about freely unmolested. Foreign flags are very much in evidence over foreign buildings, American flags predominating. There are number of non-combatant refugees in the mission compounds, especially women and children. The Japanese Consulate is the only one that has a foreign guard.

It is remarkable considering circumstances, the lack of central authority and military discipline, the continual change of administration, how little lawlessness there is in the city. Business is absolutely at a standstill.

### STRUGGLE FOR PURPLE MOUNTAIN.

DESPERATE REBEL ATTACKS.

NANKING, August 22nd.

The rebels failed in their attempt last night to dislodge the northern force from Tienpaoshan or Purple Mountain. They made a heroic effort, fighting continuously all night against an enemy securely entrenched on the heights and provided with machine guns. The loyal troops, however, were forced back some distance from Taiping gate and the rebels have retained a footing about half-way up the mountain. The fort on Fukweishan was severely crippled, one of its big guns having been put out of action.

A STORY OF TWO DIVISIONS.

The capture of Purple Mountain, its loss, recapture and its final occupation by Government troops are difficult to understand unless the attitude of the two divisions, 1st and 8th, is taken into consideration.

The 8th division is a unit in standing against Chang Hsun. The 1st is a mongrel regiment, promiscuously recruited from the riffraff which drifted into Nanking from different provinces at the time of the Revolution of 1911. The 8th division does the fighting, the 1st does the looting. It has happened that in each case Purple Mountain has been stormed and taken by the 8th. The attacking party has both times been relieved by troops of the 1st division, who have fled at the first sign of danger.

After the loss of Purple Mountain the day before yesterday, Colonel Hsu Tai-kwan of the 1st division artillery, who had been left in command at Tienpaoshan, and five other officers were court-martialled and executed.

Several attempts were made again last night to rush the Chaoyang gate, near the Manchu city. Although these attempts failed, the battery on the wall was destroyed by shells and another has been sent out to take its place.

A LULL IN THE FIGHTING.

There has been a lull in the fighting all day. Both sides seem to have been exhausted by the night's work. Tiger Hill has shown her colours to-day for the first time by sending half a dozen shells at the rebel fort on Lion Hill. The battery at Pukow has been inactive. Another prominent official, Lu Wei-li, the City Magistrate, has disappeared. It is thought that he has fled.

THE ATTACK RESUMED.

At 8.30 this evening another furious assault, lasting half an hour, was made on Purple Mountain. At 9.45 p.m. the attack was resumed and a rush was made for the top. From the point of observation of Reuter's correspondent, fighting appeared to be almost on the summit. Firing on the mountain ceased at 10.30 p.m., but on account of the darkness the result cannot be determined. Meanwhile heavy firing is heard in the direction of Chaoyang gate. Field guns are being used by both sides. The guns on Lion Hill are speaking every few minutes. It seems as though the whole city is surrounded by rifle and cannon fire.

DREAD OF CHANG HSUN.

Terrifying tales of Chang Hsun and the revenge he will take on the soldiers and on the people are common topics of conversation. Recruits in large numbers are being pressed into service, given guns and placed at less important positions on the City wall. The rebels are apparently determined not to discuss peace under any conditions. Their success in resisting the entrance of the Government troops has given new life to the vain hope that they may yet drive off the northerners. It seems impossible for existing conditions to continue.—*Reuter.*

### FALL OF NANKING IMMINENT.

REBEL POSITION DESPERATE.

CHINKIANG, August 25th.

On Saturday morning the rebels were still holding Nanking. Last night there was terrific fighting at the Taiping and Chaoyang gates. The Government troops used field guns effectively. Many fires have been caused by the bombardment, and there are many wounded. The rebel position is desperate. It is expected that the government troops will enter the city to-day.—*Reuter.*

### READY TO SURRENDER.

MEDIATION BY FOREIGNERS.

YAOHWAMEN, August 25th.

The rebels within the walls of Nanking were shelled all day to-day from Pukow and the Taipingmên Road. There was no fighting at close quarters. The rebels shelled Purple Mountain, where 1,000 Government troops are sheltered.

The garrison in Nanking is ready to surrender, but the fear of massacre and looting impels them to die fighting, in the circumstances.

Dr. W. E. Macklin and the Rev. J. N. B. Gill came from Nanking to Yaohwamen and saw General Chang Hsun, who gave assurances that there would be no massacre or looting and he furnished them with proclamations to this effect.


## PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.,
TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.,
SHANGHAI.

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## INTIMATIONS

**Do You Wish to Improve Your Complexion, Hands or Hair?**

If you wish a skin clear of pimples, blackheads and other annoying eruptions, hands soft and white, hair live and glossy, and scalp free from dandruff and itching, begin today the regular use of Cuticura Soap for the toilet, bath and shampoo, assisted by an occasional light application of Cuticura Ointment. No other method is so agreeable, so often effective and so economical in treating poor complexions, red, rough hands, and dry, thin and falling hair. Cuticura Soap and Ointment have been sold throughout the world for more than a generation, but you can try them without cost.

Sample of each with 32-p. book free from nearest depot: Newbery, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; London, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A. Tender-faced men shave in comfort with Cuticura Soap Shaving Stick. Liberal sample free.

[26.1



## HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE to

THE SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41

*NOTICE.*

*Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed* DAILY PRESS *only, special business matter* THE MANAGER.

*Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.*

*Orders for extra copies of* DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

## NEW ADVERTISEMENTS

TO BE LET.

THE PREMISES at present occupied by Miss Gains, Ice House Street, opposite the King Edward Hotel, from 1st October.

For particulars, apply to—

THE MEDICAL HALL.

Hongkong, 30th August, 1913. [1024

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLENLOGAN,"

Captain J. s. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited Kowloon, and stored at Consignees' risk and expense

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 5th Sept., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
General Agents.

Hongkong 2 th August, 1913. [1023

S.S. "MAGELLAN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Sidon" and "Basque," from Havre ex s.s. "Baque" and from Bordeaux ex s.s. "Ville d'Arras," in connection with above Steamer are hereby informed that their goods wit: the exception o Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 4th Sept. at NOON will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized.

All damaged packages will be examined on 4th Sept., at 3 P.M.

No Fire Insurance has been effected.

S. C de BUSSIERRE,
Acting Agent.

Hongkong, 29th August, 1 13. [2

THE *HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT* is now ready and contains:—

Far Eastern News
Leading Articles:—
Actions and Reactions in China.
Red Cross Officials as Mediators
Japan's Economic Progress
Currency Questions.
Chinese Affairs in Hongkong.
Random Reflections.
Hongkong.
The Magistracy.
Typhoon Warnings.
The "Empire" in the Typhoon.
Chinese Steamer Water-Logged.
More Cholera on the "Adamastor."
Launches in Collision.
Naval Vessel on the Yangtsze.
New Japanese Postage Stamps.
The Departure of Mr. Clementi.
Death of a Well-Known Portuguese Resident.
Hongkong University.
Chinese Trade in Hongkong in 1912.
Hongkong Legislative Council.
New Cutter for the Bureau of Customs, Manila.
British Cotton Goods in the Philippines.
Sanitary Board.
The Government and Tsen Chun-hsuan.
Company Meetings:—
China and Manila Steamship Co., Ltd.
United Asbestos Oriental Agency, Ltd.
The New Graving Dock in Singapore.
Telegrams.
The Value of Scholarships in Hongkong.
The Head of an Englishman.
Murder Case.
Hongkong Lawn Bowls League.
"Exceptional Heat" at Shanghai.
Macao Notes.
The Attack by Pirates at Chinsan.
Explosion of an Oil Tank at Kiukiang.
Supreme Court.
Dr. Sun Yat-sen's Railway Agreements.
Interport Polo.
Actions and Reactions in China.
New Shanghai-Dairen Liner.
Up River Notes.
The Disturbances in China.
Peking Notes.
Dr. Sun and Yuan Shih-kai.
Great Britain and Tibet.
Shanghai Trade.
Proposed Expulsion of American Missionaries from Korea.
"Matsura Maru" Disaster.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

$1 Cash for three copies.

Subscription: $12 per annum, payable in advance; postage $2.

Hongkong, 30th August, 1913.

## INTIMATIONS

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING of those interested in above will be held at the Jockey Club Office TO-DAY (SATURDAY), 30th instant, at 12.30 P.M.

H. P. WHITE,
Acting Clerk of the Course.

Hongkong, 29th August, 1913. [1018

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-DAY (SATURDAY), the 30th August, 1913, commencing at 3.15 P.M.

The Charge of Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.

Hongkong, 27th August, 1913. [1015

NOTICE.

THE 31st of August, BIRTHDAY of HER MAJESTY THE QUEEN of the Netherlands, falling this year on a SUNDAY, there will be no reception at the Consulate-General for the Netherlands.

Hongkong, 28th August, 1913. [1016

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD., OF DENMARK.

HONGKONG STATION.

REDUCTION OF TELEGRAM RATES TO EUROPE AND JAPAN.

SENDERS of TELEGRAMS are hereby notified that dating from the 1st September, 1913, the Rate to Europe will be Reduced from Francs 5.50 ($2.25) to Francs 4.40 ($1.80) per word, and the Rate to Japan from Francs 2.35 ($1.00) to Francs 1.78 ($0.75) per word.

J. C. GOUGH,
Acting Superintendent.

Hongkong, 29th August, 1913. [1019

WANTED.

NURSE or NURSERY GOVERNESS to accompany family to Australia, remaining there about 18 months. Only Europeans need apply—

Box No. 18,
Care of "Daily Press" Office.

Hongkong, 18th August, 1913. [984

NOTICE.

DURING my temporary absence from the Colony the affairs of the Company will be carried on by Mr. O. WUHU.

S. MORIMOTO,
Agent.
TOYO KISEN KAISHA.

Hongkong, 25th August, 1913. [1002

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to $2.50 per 1,000 Cubic Feet.

By Order of the Directors,

J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

Hongkong, 9th August, 1913. [958

KULANGSU MUNICIPAL COUNCIL, AMOY.

APPLICATIONS are invited for the position of SECRETARY and INSPECTOR OF POLICE to the KULANGSU MUNICIPAL COUNCIL, AMOY.

Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience. A Good Working Knowledge of Accounts is desirable.

Copies only of testimonials need be sent in with the application.

The successful candidate will Assume Office on January 1st, 1914.

He shall perform all the duties of Secretary, and of Inspector of Police and he will have no European Assistant.

The maximum salary to be paid to such Secretary will be $250 (Amoy Currency) per month, with an annual increase of $25 per month to a final maximum of $300 per month. He will be provided with uniform, light, fuel, and also quarters. The quarters will be in the Municipal Building, and must be occupied by the Secretary appointed.

Applications must be endorsed "Appointment of Secretary"; addressed to "The Chairman, KULANGSU MUNICIPAL COUNCIL, AMOY," and should reach Amoy not later than September 30th, 1913.

By Order of the Council.

Kulangsu, Amoy, 24th July, 1913. [947

SHAMEEN—BRITISH CONCESSION.

FOR SALE

VALUABLE BUILDING LOTS on the BRITISH CONCESSION

TWO-THIRDS OF LOT 67.

Situate at the back of the Canton Club having a frontage to bund facing the canal of about 80 feet and depth of about 140 feet with area of measurement 8,430 square feet about.

ALSO LOT 3.

In the middle avenue having a frontage thereto of 120 feet, a depth of 140 feet and an area of 12,645 square feet.

ALSO LOT 62.

At the back of Lot 3, adjoining with a frontage to the canal of 120 feet, a depth of 140 feet and area of 12,645 square feet.

For particulars apply to—

MR. HERBERT F. DENT,
HERBERT DENT & Co., Shameen.

903]

## INTIMATIONS

# LANE, CRAWFORD & Co.

## PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

## MAGNIFICENT NEW PIANOS

BY BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.,

## AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below:—

| PIANOS | USUAL PRICE | SALE PRICE |
|---|---|---|
| Ebonized Solid Mahogany by Challen & Son | $ 575 | $ 475 |
| Solid Mahogany Cottage by Collard & Collard | $ 550 | $ 450 |
| Ebonized Mahogany Cottage by Collard & Collard | $ 600 | $ 500 |
| Ebonized Mahogany Cottage by Broadwood | $ 600 | $ 500 |
| Ebonized Mahogany Cottage by Broadwood | $ 700 | $ 600 |
| Solid Oak with Folding Doors by Broadwood | $ 750 | $ 600 |
| Ebonized Baby Grand by Broadwood | $1,300 | $1,000 |
| Ebonized Upright Model by Dorner & Sohn | $ 750 | $ 640 |
| Ebonized Piccolo Grand by Dorner & Sohn | $1,150 | $ 970 |

## MUSIC.

VOCAL SCORES:—USUAL PRICE $4.50, SALE PRICE $1.00 EACH.
SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE $1, SALE PRICE 50 CENTS EACH.
SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR $1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

## LANE, CRAWFORD & CO.

[46

# YOST.
## TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

## MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VŒUX ROAD, HONGKONG.
SHAMEEN, CANTON.

1st May, 1913. [392-1

PUBLIC COMPANY

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 6008 for TWENTY-FIVE (25) SHARES numbered 77727 to 77751 inclusive fully paid-up, standing in the Register in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd August, 1913. [1001

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations:—Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster.

HERBERT L. BEER, L.C.P.

[1055

MASSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.

Hongkong, 8th May, 1913. [552

## GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.

Just Received

FRESH SUPPLY OF VEGETABLE SEEDS.

[842

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Rattonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907

FOR SALE.

AUXETOPHONE, by the GRAMOPHONE Co., LTD., complete with 100 Records, of which 70 are practically new. This Gramophone Works by an Electric Motor. It was bought in May, 1911, and is in good condition. Originally cost £100.

Apply to—

ADJUTANT,
126th Baluchistan Infantry, Kowloon.

Kowloon, 26th April, 1913. [613

FOR THE SUMMER MONTHS

## SPECIALITIES

CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK.

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., LTD.

28

## AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions to Sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),
TO-DAY (SATURDAY),

the 30th August, 1913, at 2.30 P.M., off Observation Place, Praya East,

FIVE 500 Ton STEEL LIGHTERS As they stand with all Workable GEAR,
HAND CRANES,
8 cwt. and 10 cwt. ANCHORS,
and
About 90 Fathoms 1 in. STUD LINK CABLE on each Lighter.

Further particulars may be obtained from the Undersigned.

On View Two Days before Sale.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th August, 1913. [1003

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED,

EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.

Hongkong, 26th June, 1913. [45

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

## BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

| | |
|---|---|
| PAID-UP CAPITAL | £1,200,000 |
| RESERVE FUND | £1,700,000 |
| RESERVE LIABILITY OF PROPRIETORS | £1,200,000 |

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.

Hongkong, 14th April, 1913. [181

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund .... Fl. 6,513,000 ( £543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.

Hongkong, 13th August, 1913. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [19

## BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

| | |
|---|---|
| PAID-UP CAPITAL | $15,000,000 |
| RESERVE FUNDS:— | |
| STERLING £1,500,000 at 2/— | $15,000,000 |
| SILVER | $17,450,000 |
| | $32,450,000 |
| RESERVE LIABILITY OF PROPRIETORS | $15,000,000 |

COURT OF DIRECTORS.

S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friesland, Esq. — J. A. Plummer, Esq.
C. S. Gubbay, Esq. — W. L. Pattenden, Esq.
P. H. Holyoak, Esq. — H. A. Siebs, Esq
G. R. Lammert, Esq. — Hon. Mr. E. Shellim.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent. per Annum

N. J. STABB,
Chief Manager.

Hongkong, 16th August, 1913. [18

THE MERCANTILE BANK OF INDIA, LIMITED.

| | |
|---|---|
| Authorised Capital | £1,500,000 |
| Subscribed " | 1,125,000 |
| Paid-up " | 562,500 |
| Reserve Fund | 415,000 |

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 14th July, 1913. [878

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

| | |
|---|---|
| Capital | Yen 10,000,000 |
| Capital Subscribed (paid up) | Yen 6,250,000 |
| Reserve Fund | Yen 2,620,000 |

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

| | | |
|---|---|---|
| Amoy | Swatow | Tainan |
| Anping | Kobe | Tamsui |
| Canton | Nagasaki | Tokyo |
| Foochow | Osaka | Yokohama |
| Keelung | Shanghai | |

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1913. [636

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 76, Bishopsgate, E.C.

BRANCHES:—

| | |
|---|---|
| Bombay | Kobe |
| Calcutta | Manila |
| Canton | Mexico |
| Cebu | Panama |
| Colon | Peking |
| Empire | San Francisco |
| Hongkong | Shanghai |
| Hankow | Yokohama |

CAPITAL AND SURPLUS ..... $7,060,000 equal £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,

Hongkong, 2nd November, 1912. [226

THE YOKOHAMA SPECIE BANK LIMITED.

| | |
|---|---|
| AUTHORISED CAPITAL | Yen 48,000,000 |
| PAID-UP CAPITAL | Yen 30,000,000 |
| RESERVE FUND | Yen 18,200,000 |

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

| | | |
|---|---|---|
| Antung-Hsin | Liao-Yang | Ryojun (Port Arthur) |
| Calcutta | | |
| Bombay | London | San Francisco |
| Changchun | Los Angeles | Shanghai |
| Dairen (Dalny | Lyons | Tiehling |
| Fengtien (Mukden) | Nagasaki | Tientsin |
| Hankow | Newchwang | Tokyo |
| Harbin | New York | |
| Honolulu | Osaka | |
| Kobe | Peking | |

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, 31st March, 1913. [464

*Mr. I. M. Marques,*
*Hankow,*
*China.*

"I HAVE WORKED FOUR CURES, MY OWN INCLUDED, WITH DR. WILLIAMS' PINK PILLS."

In every country under the sun there are enthusiastic advocates of the merits of Dr. Williams' Pink Pills people who have proved the worth of this world-famous medicine and so know what they are talking about.

Mr. I. M. Marques, residing at Hankow, China, where he holds a position of trust in the Wagon-Lits Terminus Hotel, is one of these. He writes:—

"For many years I suffered from

EXTREME NERVOUSNESS,

much too serious to be regarded as a mere inconvenience. When I took my tea in the morning my hands trembled so violently that I could hardly raise the cup to my lips; it was impossible for me to hold a pen; I ate little or nothing, and acquired the habit of taking spirits at regular intervals as a stimulant.

"Having heard much of Dr. Williams' Pink Pills, three years ago I decided to give them a trial. I did not have to wait long for results. Almost from the first a change was noticeable. By the time I had taken three bottles of the Pills I was fairly

REJUVENATED.

The more I persevered the better I felt, until my nervousness disappeared, I could eat like a healthy man, and I no longer had the need, or the taste, for stimulants. My weight and girth increased so rapidly that I was astonished.

"Two other cases in which I have seen remarkable cures were those of Chinese employed at this Hotel. Our chief suffered for years from

BRONCHITIS,

and in spite of every effort to throw off the malady he became steadily worse, until he had to give up work and was confined to bed. His life was despaired of by his relatives and friends.

"I sent a bottle of Dr. Williams' Pink Pills to this man, which he took, and in a very short time he was back at his work. Since then he has suffered no relapse.

"At another time the wife of our headwaiter was said to be dying as a

RESULT OF CHILD-BIRTH.

I became interested in this sad case, and came to the rescue with Dr. Williams' Pink Pills. This woman took two bottles of the Pills in all, and is now well and strong.

"Finally, there was the case of my little daughter. She had no appetite.

SUFFERED GREAT PAINS

at stool, and showed symptoms of grave bladder or kidney disorder. I treated her with Dr. Williams' Pink Pills, administering the Pills in halves, and in a very short time the child was well and hearty again."

There is nothing miraculous in the cures wrought by Dr. Williams' pink pills for pale people, only clear proof that these Pills, by their unique tonic action on the blood and nerves, give the system the strength to shake off disease. Obtainable everywhere, and from the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, one bottle for $1.50, six for $8 post free.


## UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

| ADDRESS | FROM |
|---|---|
| Choeijsiauwmen Tjickwotong | Batavia |
| Dobbins, Hongkong Hotel | Shanghai |
| Hayes... ... ... ... ... | Shimonosaki |
| Kenkon-maru, Mitsui | Kobe |
| Kwongyowhing, 97, Hongkong Road... ... ... ... | Yokohama |
| Wingcheunglee, Winkit Street | Yokohama |
| 1159/1288 ... ... ... ... | Amoy |
| 3769/4735/7311 ... ... ... | Peking |
| 3387/6068... ... ... ... | Shanghai |
| 6007/3609/4149/4166/6683/1129 6670/0005/4102/7190/0934/5714 | Shanghai |
| 1684 5128 5012/0794 ... ... | Peking |
| 5949/ 490/0375 ... ... ... | Hankow |
| 1742/3562/4639 ... ... ... | Amoy. |

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

| ADDRESS | FROM |
|---|---|
| Azumaya Matsubara ... ... | Ipoh |
| Bayley ... ... ... ... | Colombo |
| Blackton ... ... ... ... | Manchester. |
| Cakay ... ... ... ... ... | Manila |
| Coupon ... ... ... ... ... | Shanghai |
| Jon Yuk Ten Woy On ... ... | Wellington |
| Kongwahsiang ... ... ... | Bangkok |
| Leung Ho ... ... ... ... | London |
| Mackey, Hippodrome Circus | Manila |
| Nolasco ... ... ... ... | Macao |
| Poole, Arthur ... ... ... | Manila |
| Senghinghong ... ... ... | Singapore |
| Tsang Kwok Kwan ... ... | Foochow |
| Wanchee g ... ... ... ... | Singapore |
| Ye Lim ... ... ... ... | Chefoo |

## N.Y.K. AND B.I.

JAPAN AND INDIAN COASTING TRADE.

THE CUTTING OF FREIGHT RATES.

The last monthly report of the Calcutta Chamber of Commerce says:—

During the month, the committee had before them a request, from the Bombay Chamber of Commerce, for an expression of opinion upon a representation from the Bombay manager of the Nippon Yusen Kaisha on this subject. The following assertions were made in the representation, namely:

(a) That the subsidy received by the Nippon Yusen Kaisha from the Japanese Government is only for the maintenance of special lines under mail contracts.

(b) That the Calcutta line of the Nippon Yusen Kaisha is not among these special lines, and that consequently it receives no subsidy.

(c) That it has therefore to face unassisted the State-aided vessels of the British India Steam Navigation Co., Ltd., who are paid by the Government of India a lump sum under their agreement for coasting services.

(d) That the Nippon Yusen Kaisha have tried, but have failed, to induce the British shipping companies to work with them; that they are following these companies' current rates of freight; and that the responsibility for cutting does not therefore rest upon them.

In dealing with the statements, the committee pointed out that, so far as they can ascertain, the amount of the subsidy paid by the Imperial Japanese Government to the Nippon Yusen Kaisha is Yen 5,087,796, or more than Rs. 76 lakhs yearly. This sum represents upwards of 23 per cent. on the paid-up capital of the Nippon Yusen Kaisha. It follows therefore that, even if the steamers work at considerable loss, the subsidy still enables the company to pay a dividend. An annual subvention on such a scale is clearly not a mail subsidy. It must be for the purpose of enabling the company to compete with foreign companies, and to extend Japanese trade. As regards (b) it seems to be merely a technicality to say that the subsidy does not cover the Calcutta line. For obviously it is sufficiently heavy to enable the Nippon Yusen Kaisha to run such a line even at a loss. In answer to (c) the committee said that the subsidy paid by the Government of India to the British India Steam Navigation Company is 10½ lakhs. This sum is granted specifically for the provision of regular, frequent and fast sailings on sixteen lines the trade on which would not, it is admitted, suffice to maintain vessels equal to the postal requirements. The subsidy works out to less than 1s. per mile; and it cannot be compared with the enormous sum paid to the Nippon Yusen Kaisha by the Japanese Government. Moreover, the other British companies in the Indian coasting trade are not subsidised by the Government of India at all. With reference to (d) the committee quoted cases where rates lower than those charged by the British lines have been introduced by the Japanese company. And in conclusion they remarked that no reference was made by the company's Bombay manager to the fact that, by the Japanese navigation laws, British steamships are precluded from carrying passengers, or goods, from one Japanese port to another. It was assumed in the letter that the Nippon Yusen Kaisha are entitled as of right to participate in the Indian coasting trade. But no explanation was offered as to why, if this is so, the British lines are not similarly entitled to participate in the Japanese coasting trade. The committee suggested to the Bombay Chamber that the attention of the Nippon Yusen Kaisha should be pointedly drawn to this omission, and that their views on the subject should be invited.

## BOY JOCKEY'S £31,000.

REMARKABLE FIGURES IN TURF LIBEL SUIT.

The hearing of the racing libel action recently brought by Mr. Richard Wooton, the trainer, against Mr. R. S. Sievier, editor of the *Winning Post*, was enlivened by the aphorisms of Mr. Justice Darling.

Among the judge's sayings were the following:—

If horses ran with mathematical precision the best authority on racing would be the Astronomer Royal.

Many people who have had virtuous parents and been at public schools have been hanged.

Large sums gained on the Turf were mentioned in the evidence. It was stated that Frank Wootton, the jockey, who is only nineteen years of age, had £31,000 invested in Australia.

Sensational suggestions regarding the "pulling" of horses and betting on other horses in the same races were again made, and denied by Mr. Wootton. He said it was untrue that he won £40,000 over the success of Maluna in the Cambridgeshire of 1907.

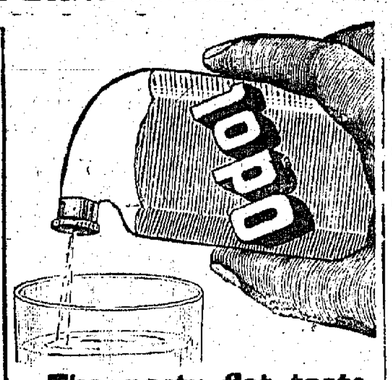
Mr. Dick Dawson was asked by Mr. Justice Darling, "Is a lot of this bumping and foul riding traceable to the fact that the jockeys are now riding like monkeys?" He agreed that this was so, and suggested that jockeys should be compelled to ride with longer leathers.

"They would then have more control of their horses," he said, "and there would not be nearly so much fouling."

"The Stewards," remarked the judge, "could say to the jockeys, 'If you don't ride longer, you won't ride long.'"

The Hon. G. Lambton also supported this view. He added that races were now run faster than they used to be, and the tiredness of the horse was partly to blame for bumping.

Another interesting point discussed was the running of horses when they were not "fit." Mr. Edward Hulton, the owner, contended that it was justifiable to do this in order to get the horse fit.


The nasty flat taste on waking in the morning is due to an excessive development of bacteria in the mouth during sleep. The infallible antidote is rinsing the mouth with Odol before retiring to rest.

[945-8

JJ&S
JOHN JAMESON'S WHISKEY unequalled for flavour and purity. Guaranteed to be
PURE POT STILL WHISKEY
Famous for over 100 years.
John Jameson & Son, Ltd., Dublin.
*Distillers to H.M. The King.*

HIMROD'S
*Gives Instant Relief*
No matter what your respiratory organs may be suffering from—whether
ASTHMA, INFLUENZA, NASAL CATARRH, or ORDINARY COUGH.
—you will find in this famous remedy a restorative power that is simply unequalled.
FAMED FOR 40 YEARS
Sold in tins by Storekeepers throughout the Country. BEWARE OF IMITATIONS.
CURE FOR ASTHMA
2101

Beetham's La-rola
—Makes the Skin as SOFT AS VELVET, and keeps it SOFT, SMOOTH and WHITE all the year round
Removes and prevents Roughness, — Redness, Irritation, Tan, etc.— COOLING AND REFRESHING DURING THE SUMMER HEAT
M. BEETHAM & SON, CHELTENHAM, ENGLAND
21

KEATING'S WORM TABLETS
A purely Vegetable Sweetmeat
Sold in Bottles by all Druggists
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.
To be obtained of all Druggists.
Proprietor, THOMAS KEATING, London, Eng.
737


## TO LET

### TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 8th August, 1913. [65

### TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & CO., LTD.
Hongkong, 22nd August, 1913. [995

### TO LET.

FURNISHED for one year from 1st November next, "COOMBE," Magazine Gap, with Tennis Lawn.

"ROGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.

To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale. "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 27th August, 1913. [64

### TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, Kowloon, from the 1st October.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 27th August, 1913. [1012

## NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"UCKERMARK."

Captain H. Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Senegambia" from Havre.
Ex s.s. "Göteborg" from Göteborg.
Ex s.s. "Frans" from Abus.
Ex s.s. "Brunia" from Skien.
Ex s.s. "Björn" from Christiania.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 25th August, 1913. [1009

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA."

Capt H. Reber, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Sept., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Hong Ring" from Holmestrand.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th August, 1913 [1017

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Sept., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th August, 1913. [1011

### TO LET

TO LET.

NO. 104A, THE PEAK, GOUGH HILL from 15th October, for 6 months (balance of lease) or more. Partly Furnished or Unfurnished. SIX ROOMS.

Apply—
H. W. D. SHALLARD,
Care of P. & O. S. N. Co.
Hongkong, 18th August, 1913. [985

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.

No. 2. MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th August, 1913. [964

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.

Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.
(From 1st July, 1913.)

NO. 12, MOUNTAIN VIEW, THE PEAK.

Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [780

## WEATHER REPORT.

On the 29th at 5.30 a.m.—Signals lowered.

At 11.40 a.m.—Pressure has increased in all districts, considerably in the north-east and slightly in the south-west.

The depression in the China Sea is filling up.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| DISTRICT | FORECAST. |
|---|---|
| * Hongkong & Neighbourhood | |
| Formosa Channel ... ... | Light or variable winds. |
| South coast of China between Hongkong and Lamocks. | The same as No. 1 |
| South coast of China between Hongkong and Hainan.. | The same as No. 1. |

* E. winds, moderate to light; fine.

### CHINA COAST METEOROLOGICAL REGISTER.

29TH AUGUST, 1913, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind Direction. | Wind Force. | Weather |
|---|---|---|---|---|---|---|---|
| Vladvostock ... | 7 a. | 29.88 | 64 | 100 | W | c | c |
| Nemuro ..... | 6 a. | — | — | — | — | — | — |
| Hakodate ..... | „ | 29.95 | — | — | — | — | — |
| Tokio ..... | „ | 29.97 | — | — | NW | 1 | — |
| Kochi ..... | „ | 29.89 | — | — | SW | 1 | — |
| Nagasaki ..... | „ | 29.86 | — | — | — | 0 | — |
| Kagoshima ..... | „ | 29.90 | — | — | NE | 1 | — |
| Oshima ..... | „ | 29.85 | — | — | SSW | 1 | — |
| Naga ..... | „ | 29.83 | — | — | — | 0 | — |
| Ishi'jma ..... | „ | 29.82 | — | — | S | 5 | — |
| Bonin Is. ..... | „ | 29.85 | — | — | — | — | — |
| Chefoo ..... | „ | — | — | — | — | — | — |
| Weihaiwei .. | „ | 29.94 | 80 | 80 | N | 6 | o |
| Hankow ..... | „ | — | — | — | — | — | — |
| Ichang ..... | „ | — | — | — | — | — | — |
| Kiukiang ..... | „ | — | — | — | — | — | — |
| Changsha ..... | „ | — | — | — | — | — | — |
| Shanghai ..... | „ | 29.81 | 75 | 96 | ESE | 1 | c |
| Gutzlaff ..... | „ | 29.85 | 78 | — | SE | 4 | bov |
| Sharp Peak .. | 7 a. | 29.85 | 82 | — | N | 1 | c |
| Amoy ..... | 6 a | 29.89 | 81 | 74 | NE | 1 | b |
| Swatow ..... | „ | 29.83 | 79 | 87 | NE | 1 | b |
| Taihoku ..... | 5 a. | 29.81 | — | — | S | 2 | — |
| Taichu ..... | „ | 29.78 | — | — | SE | 2 | — |
| Tainan ..... | „ | 29.77 | — | — | SE | 2 | — |
| Koshun ..... | „ | 29.79 | — | — | E | 2 | — |
| Pescadores ... | „ | 29.77 | — | — | NW | 4 | .. |
| Canton ..... | 9 a. | 29.85 | 84 | 72 | SE | 2 | b |
| Hongkong .. | 6 a. | 29.80 | 81 | 83 | ENE | 2 | c |
| Gap Rock ..... | „ | 29.77 | — | — | E | 4 | c |
| Macao ..... | „ | 29.78 | 80 | — | NE | 1 | c |
| Wuchow ..... | 9 a. | — | — | — | — | — | — |
| Hoihow ..... | „ | — | — | — | — | — | — |
| Pakhoi .. ..... | „ | — | — | — | — | — | — |
| Phullen ..... | 6 a. | 29.77 | 79 | — | ESE | 2 | b |
| Tourane..... | „ | — | — | — | — | — | — |
| C. St. James ... | „ | 29.87 | 75 | — | SW | 2 | o |
| Aparri ..... | „ | 29.76 | 78 | — | — | 0 | c |
| Manila ..... | „ | 29.79 | 78 | — | — | 0 | o |
| Legaspi ..... | „ | 29.81 | 78 | — | SW | 1 | o |
| Bacolod ..... | 9 a. | 29.87 | 81 | — | SE | 1 | b |
| Iloilo ..... | „ | — | — | — | SE | 1 | o |
| Cebu ..... | „ | 29.86 | 84 | — | W | 2 | c |
| Labuan ..... | „ | 29.91 | 83 | — | — | — | — |

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet)

7 RAIN in inches tenths and hundredths

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 29th

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer ..... | 29.71 | 29.80 | 29.80 |
| Temperature | 86 | 81 | 87 |
| Humidity ... | 72 | 83 | 68 |
| Wind Direction | East | ENE | East |
| „ Force ... | 3 | 2 | 2 |
| Weather ..... | c | c | |
| Rain ..... | | 0.00 | — |

Highest open air Temperature on 28th ...87
Lowest open air Temperature on 28th 81

### HONGKONG TIDE TABLE.

From 30th August to 5th September 1913.

| Days of Week | Days of Month | High Water H'kong Mean Time. | Height | Low Water H'kong. Mean Times. | Height. |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Satur. | 30 | m 7 20 | 8 0 | m 0 50 | 3 8 |
| | | 9 20 a | 4 7 | 2 59 a | 0 7 |
| Sun. | 31 | m 8 18 | 8 2 | m 1 33 | 3 3 |
| | Sept. 1 | 9 41 a | 5 0 | 3 55 a | 0 7 |
| Mon. | 1 | m 9 14 | 8 2 | m 2 48 | 2 8 |
| | | 10 8 a | 5 4 | 4 11 a | 0 9 |
| Tues. | 2 | m 10 9 | 8 0 | m 3 40 | 2 4 |
| | | 10 40 a | 5 8 | 4 47 a | 1 3 |
| Wed. | 3 | m 11 3 | 7 5 | m 4 31 | 2 0 |
| | | 11 13 a | 6 1 | 5 22 a | 1 8 |
| Thurs. | 4 | m 11 57 | 6 8 | m 5 12 | 1 9 |
| | | 11 47 a | 6 3 | 5 54 a | 2 5 |
| Fri. | 5 | 0 53 a | 5 9 | m 6 15 | 2 0 |
| | | | | 6 22 a | 3 2 |


FOR SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - - $5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.


## VISITORS AT HOTEL

HONGKONG HOTEL.

Mr J. M. Aaron
Mr A. T. Barborini
Miss E. A. Bartlett
Mr H. Brain Bates
Mr E. R. Bate
Mrs E. B. Bellilios
Mr S. M. Brown
Mr A. J. Cambridge
Miss R. Canot
Mrs Carter
Miss D'Almada E Castro
Master D'Almada E Castro
Mr & Mrs F. X. D'Almada E Castro
Mr F. T. Chapple
Mr A. H. Cobb
Dr A. L. E. F. Coleman
Mr J. J. Connell
Mr C. A. Damm
Mr C. H. Davis
Mr J. Dower
Mr & Mrs Derteano and 2 children
Mr & Mrs R. H. Douglas
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Mr T. J. van Dusseldorp
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## SCIENTIFIC MISCELLANY.

### THE PTOMAINE SCARE.

The fear of ptomaine poisoning from canned food is deprecated, in a paper to the Canadian Section of the Society of Chemical Industry, by R. T. Mohan, who urges that physicians and others should carefully avoid creating alarm. Canners' laboratories in Germany, the United States and Canada investigate all reports of poisoning from canned food, and in practically every case find the charge unfounded. A ptomaine is a putrefactive alkaloid, a product of decomposition. There are many kinds, but few really poisonous, the poisonous ptomaines being formed by disease organisms, some yeasts and moulds, and a few other putrefactive organisms. As no packer would think of packing putrefactive products, the only possibility of ptomaines arises where a can has leaked or swelled. The only proved case of poisoning known to Mr. Mohan of the hundreds reported was from a can of salmon with a pin-hole leak, and the contents, clearly abnormal, should not have been eaten.

### A STATUE ON BALL BEARINGS.

The statue of St. Mark on the campanile in Venice dates from the sixteenth century, and as it could be easily repaired, it has been placed on the new tower, mounted on ball bearings so as to turn its thin side to the wind. The statue, which weighs 2,649 pounds, is kept upright by a hanging weight of 2,869 pounds. The bearings, with two spheroidal races, have 64 balls 1⅜ inches in diameter in four rows, and the spheroidal form not only permits turning but allows a slight swaying, to take up shock like a spring.

### AN AUTOMATIC LIGHTING PLANT.

Mounted on a single base, the automatic electric lighting plant of English makers—consisting of engine, dynamo, automatic starting switch and water tank—is quite portable. The engine is designed for kerosene, gasoline, or town gas, and it remains at rest until the lamps turned on exceed the capacity of the small storage battery, when it starts automatically, and runs the dynamo until the battery charge is again sufficient for the load.

### AMERICAN SUN AND CLOUD.

A German review of the weather of North America by A. Glaser states that the greatest amount of bright sunshine occurs in the south-west of the continent, and the least in the north-west and north-east, where the sun's power is weaker. East of the Rockies there is comparatively little change in going from south to north. In the west, the westerly winds bring most cloud, but clear sky in summer results from the higher saturation point of the air. Eastward of the Rocky Mountains the sky is clearer, spring, with northerly and southerly winds, being the most cloudy season. In the East States, the low barometer of winter in the North Atlantic causes easterly winds, and these, mixing with the relatively warm coast air, produce much cloud. In the south-east, the high pressure in autumn brings clear weather. In the south the clearest period is toward the end of winter; and in the south-west, including Western Mexico, the clearest season is spring, the warm winds of the Gulf of California giving much cloud in summer.

### ELECTRICAL BODY EFFECTS.

Anæmia, with reduction in the number of red blood corpuscles, seems to be common in wireless telegraph operators and also in workers in high-tension electrical plants. That the headaches and other symptoms may be a direct result of powerful electric waves is admitted to be probable, but it is pointed out that other conditions must have an indirect effect, such as the sanitary defects of the shipboard or other station, and the ozonization of the air from the alternating currents of high frequency. Evidence of the influence of electric waves physiologically may be the glows seen with a powerful electromagnet near the head and the jumping of a sleeping cat as electric waves were projected toward it.

### TYPHOID NOT CHIEFLY FROM WATER.

That the home of the typhoid bacillus is not so much in impure water or even the crude sewage of a large community as in the typhoid "carriers" is the conclusion of Dr. Houston, water examiner for London. In his investigation, twenty-eight samples of crude sewage were examined from widely separated places, including Dublin, Edinburgh, Belfast, and Aberdeen, and in none was the typhoid bacillus detected.

### ANOTHER METAL DISEASE.

A new contagious disease has been discovered in the aluminum alloy containing 3 per cent. of copper, added to give hardness. This metal is used for helmets and other military articles, and in the French stores at Orleans and elsewhere the disease was noticed as an epidemic, spreading rapidly to thousands of objects, and proving fatal to everything attacked. The effects were first brought to notice by Prof. Hanriot, of the French mint. Le Chatelet, of the Academy of Sciences, attributes the corrosion to a defect in the cold-hammering; but Prof. Hanriot takes a different view, concluding that this alloy is not stable, and that the copper changes its place to form a stable alloy of equal parts of copper and aluminum. This change may leave holes more than an inch long. The disease spreads by contact, and causes grey spots to appear at irregular intervals, giving a kind of eczema appearance. No remedy is so far known.

### AN ASTEROID FINDER.

Small minor planets have the same appearance as stars, and their proper motion—often not easy to detect—is the only means of distinguishing them. An instrument for picking them out rapidly has been described by M. J. Lagula to the Paris Academy of Sciences. This is a binocular combination of telescope and microscope, and with it a coloured image of a photographic positive of the sky region is superposed on the image seen in the telescope. All objects in the field of the telescope except small planets that have moved into the field since the photograph was taken are shown by the presence of coloured discs.

### ONE OBSERVATORY'S WORK.

A remarkable record has been made by the Lindenberg Observatory in Bavaria. It has lately completed its first ten years, and in that time, in spite of every kind of wind and weather, it has made an unbroken series of daily upper-air observations with kites and captive balloons. No other observatory approaches its total of 5,659 ascents. In addition to these regular observations, it has made others as opportunity offered, and it has sent up many pilot-balloons and sounding-balloons.

## THE HAMBURG SHIPPING STRIKE.

### EIGHTEEN THOUSAND MEN IDLE.

The following report was sent by the *Times* Berlin correspondent on the 15th ult:—

Nearly 18,000 men are said to be on strike in the shipping yards at Hamburg—13,000 in the Vulkan yards and the yards of Messrs. Blohm & Voss, and 5,000 men employed by five smaller companies. The employers declare themselves ready to raise the hourly wage by one pfennig this August and again by one pfennig in April next year. The men demand a much larger increase, together with a scale of wages adapted to local conditions. They also demand a working week of 52 instead of 55 hours, less work on Saturday, payment of wages during working hours, and other reforms. The men's leaders were ready to wait till Thursday for the employers' answer, but the men have been irritated by some dismissals and have struck work against the desire of their representatives. The employers, however, have declared that they cannot make the concessions required without crippling their power to compete with foreign firms. There is also a partial strike at Flensburg and some unrest at Stettin, where the workmen are at present negotiating for an eight-hours day.


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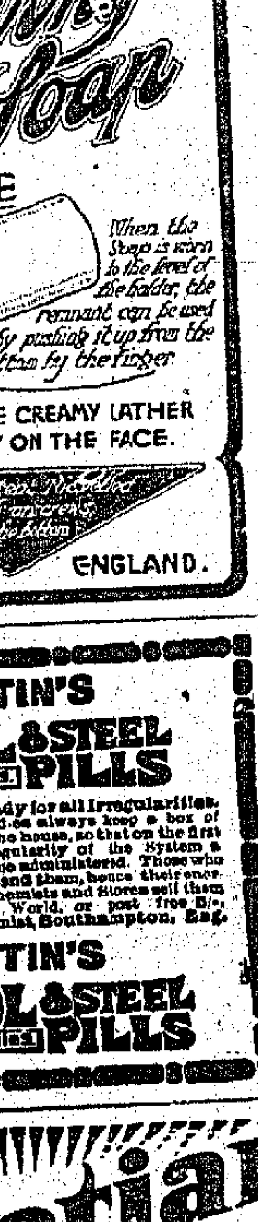

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## BRITISH NORTH BORNEO COMPANY.

The following extracts are made from a very lengthy address delivered by the Rt. Hon. Sir West Ridgeway, Chairman of the Court of Directors, at the 61st half-yearly meeting of shareholders in London on the 15th ult.:—

The CHAIRMAN said:—Ladies and Gentlemen,—As the report and accounts have been in your hands for some time, I assume that we may, as usual, take them as read. I think I am justified in saying that the balance-sheet as presented to you is highly satisfactory. The receipts of the year exceeded the expenditure by £81,888 2s. 3d., and the total revenue of the State in 1912 exceeded that of 1911 by £16,907 13s. 11d. I told you this time last year that for the preceding three or four years the average annual increase in the revenue of the State had been about £12,000, and that the Court felt confident that the revenue of 1912 would exceed that of 1911 by at least as much. Instead of £12,000 the increase is £16,000, and this fact alone justifies us in regarding the position as satisfactory. The principal items in this increase are under the heads of Customs, Excise and Railway; indeed, with one or two exceptions there is an increase under all items of revenue. The increases of £4,380 under the heading of Customs and of £8,580 under the heading of Excise are particularly gratifying. They are conclusive evidence of the improved prosperity of the people. Another very satisfactory point is the increase in the railway receipts. The increase from that source in 1911 over 1910 was £3,700, and, as you now see, the increase in 1912 over 1911 was £3,900, that is to say, a total increase in two years of £7,600, or 57 per cent.

### TRADE RETURNS: RUBBER EXPORTS.

With regard to the general trade of the country, you will observe that whereas in 1911 the total volume amounted to £1,101,000, it had grown in 1912 to £1,299,000, showing an increase of £189,000. Of the exports, estate rubber again heads the list of increases, 411,000lb., valued at £102,570, having been shipped as compared with 149,000lb., valued at £41,066 in 1911. The area now under rubber is 25,007 acres, compared with 22,610 acres at this time last year. As you are all doubtless aware, the price of rubber has fallen considerably during the last few months, but those who are best qualified to judge are, I understand, of opinion that it will be on the upward grade again before long, and that at any rate it is not likely to remain much, if anything, below 3s. per lb. We have to remember that there is an increasing demand all over the world, and, moreover, that low prices tend to greater consumption. The holders of Borneo rubber shares may congratulate themselves that their produce is of the best quality and realizes the highest prices obtainable in the market. In no single instance is there any over-capitalization. You will be interested to hear the impartial evidence of a disinterested expert on this subject, who visited Borneo on his way from Singapore to Java during the spring. He wrote to me commenting on the admirable condition in which he found nine or ten estates which he visited and carefully inspected, and with regard to one of the principal of those estates he says:—"I made a valuation of it on a five years' production basis, taking 1914 as the first producing year and the profit to be expected at 1s. per lb. all through, and made the total £71,254 8s. without regard to the balance of unplanted land and buildings." And generally as regards rubber planting in Borneo he wrote:—"I had no idea Borneo could produce such admirable growth and such clean work. The future of all (the rubber companies) should be certain provided sufficient capital to bring to maturity is forthcoming, and the only pity is that it is all so young; but time will alter that." This morning a sample from the Membakut Estate was pronounced by a broker to be as good as any he had seen.

### GUARANTEED RUBBER DIVIDENDS.

Our policy in respect to guaranteed dividends to rubber companies—adopted on the recommendation of the late Mr. Cowie—has been often questioned, but the following facts will, I think, dispel any misgivings. In the case of four of the companies in which we guaranteed dividends, the guaranteed period has now ceased. One of these companies has repaid the whole of the sum advanced to them, and not only so, but we understand that this year it has earned and will pay a dividend out of its own profits of at least 15 per cent. In the case of the other three, we have reason to expect that they will be in a position in the near future to repay a part at any rate of the amount advanced as guaranteed dividend. The Manchester North Borneo Rubber Company have recently advised us that they will not require the guaranteed dividend for the half-year ended June 30 last. You will see from the balance-sheet that the total so advanced up to the end of December was £158,947. All the guaranteed dividend periods will have ceased in the year 1916, and by that date there is no doubt that we shall have received an appreciable refund from several of the older companies. None of our rubber companies has a large capital, and if one of them is already in a position to pay 15 per cent. dividend out of its profits, we have every reason to hope that the rest of them will be able, in due course, to repay us what we have advanced.

### THE DIVIDEND.

You will see that there is a balance to the credit of revenue account of £179,705, which is carried forward to the balance-sheet, and out of this the Court recommend the payment of a dividend of 5 per cent. for 1912. This dividend will be paid without encroaching on the reserve fund of £120,000, which was created mainly for the purpose of equalizing dividends. Moreover, the dividend will be paid without taking into account the £80,000 added to the value of lands and property account as the result of revaluation. The wisdom of declaring a dividend when we have not earned during the year sufficient to pay it has been called in question, but I must repeat what I said to you in July, 1912. I then explained to you that in 1909 and 1910 owing to the boom we had secured large sums from the sale of land, and we might have declared a dividend much larger than 5 per cent. during those years, but bearing in mind the possibility of a falling-off in land sales in future years, we decided to pay only a 5 per cent. dividend and to transfer the balance to reserve, so that after providing for depreciation we might have a dividend equalization fund on which we could draw in following years if necessity arose. In short, instead of distributing the whole £180,000 derived from land sales in 1909 and 1910 as dividends, we created a reserve and dividend equalization fund. We think it quite safe to maintain the dividend at the present rate, especially as we are not obliged to have recourse to the reserve fund. The revenue of 1912 has exceeded that of 1911 by £16,900, and we anticipate that in the near future, possibly in the next two years, the increase of revenue may enable us to meet not only the dividend of 5 per cent., but the interest on the Debentures, out of our surplus revenue. This being the case, we are justified in the meantime in continuing the dividend of 5 per cent., even though we have not entirely earned it during the year under review.

### THE POST OF GOVERNOR.

I may mention here that before I left London the Court decided to take advantage of an offer made by Sir John Anderson, that the post of Governor should be offered to Mr. C. W. C. Parr, also a member of the Colonial Service, whose reputation as an administrator is no less excellent than that possessed by Mr. Scott Mason. I am glad to tell you that Mr. Parr accepted the offer, and took up his appointment on April 10 last, having previously met me at Hongkong on March 22. We thus had the great advantage of conferring with him during four or five days on all the most important points connected with the territory which we had left only a few days before. I must take this opportunity to mention that Mr. F. W. Fraser administered the government from the date of Mr. Ellis' departure from Borneo, on June 27, until the arrival of Mr. Scott Mason on November 1, 1912, and again from the date of Mr. Mason's death—which occurred on December 6—until my arrival on February 6 last. During these two periods Mr. Fraser discharged his onerous duties to the entire satisfaction of the Court.

### THE DEVELOPMENT PROGRAMME.

I mentioned to you in December last that my principal reason for again visiting the territory was to watch the initiation and progress of the great development scheme for which funds were provided by the Debenture issue of last July, more particularly with regard to the question of immigration. This scheme, which I outlined to you in July last, comprises, *inter alia*, the Jesselton Land Reclamation scheme, the improvement of Jesselton Harbour, the lengthening and strengthening of the wharf and pier, a water supply for Jesselton and Sandakan, the lighting of the coast, the construction of roads, the reconstruction of the railway, the installation of wireless telegraphy, and last, but not least, the inauguration of Chinese immigration. All this programme is now in full progress. We expect that one result will be that Jesselton will become a favourite port of call for vessels *en route* to China and elsewhere, and take the place which was once occupied by Labuan. Another important work which we are taking in hand is the lighting of the coast, and I hope that when we again meet I shall be able to assure you that the coasts of North Borneo are no longer avoided by the passing mariner.

Road-making is being seriously undertaken. This important work includes the construction of the metalled road from Jesselton to Tuaran (25 miles), several roads in the vicinity of Jesselton and Sandakan, and the commencement from both ends of the great trunk road which is eventually to cross the territory from the East to the West Coast. At present we prefer the construction of roads to extension of railways, and here I must pay a tribute to the excellent bridle paths—that is to say, country roads, of which we have now over 300 miles and for which we are indebted to our district officers. I was astonished at the excellence of their work. The widths of these paths vary from 6ft. to 12ft., and the gradients are as a rule easy, being rarely steeper than 1 in 12. Great are the difficulties that have been encountered; swamps have had to be crossed and steep hills, sometimes precipitous, and masses of rock have had to be climbed, the path at one place rising to a height of some 4,000ft., where it crosses a spur of Mount Kinabalu and passes from the West Coast to the interior district. Nearly all the work connected with these bridle paths has been done by the natives of the country, the survey and alignment being carried out by native overseers under the direction of our district officers. In many cases, especially in the more outlying districts where the officers are not so tied down by office work, they have dispensed with native overseers and have themselves undertaken the necessary surveying and aligning.

### WIRELESS STATIONS.

The contract for four wireless stations at a total cost of £16,185 was completed on January 20 last; sites have been selected and the material for the construction of the stations is being shipped. The first station will be finished by October 20 next, and the fourth and last by September, 1914. When the installation is complete all telegraph lines east of Tenom—across the interior from the East to the West Coast—will be dispensed with, and there should be a considerable saving of expenditure. In addition the coal mines will be brought into direct communication with Jesselton, Sandakan, and Lahad Datu, and, through those stations, with the outside world. Jesselton and Sandakan will thus be equipped long before the Imperial stations at Colombo, Singapore, and Hongkong. We offered to construct a more powerful station at Jesselton so as to bring it into easy communication with Hongkong and Singapore, but his Majesty's Government declined the offer for reasons which it is difficult to conjecture. But even with our own station we may possibly be able to communicate at night under favourable atmospheric conditions with Singapore. Our medical service is now being reorganized and placed, I hope, on a thoroughly satisfactory footing, under the supervision of Dr. W. B. Orme, a medical officer of high efficiency and great experience, whose services have been lent to us by the Government of the Straits Settlements for a period of three years for this purpose.

### TOBACCO, COAL, AND TIMBER.

With regard to tobacco, the output for 1912 was approximately 16,917 bales, which shows a considerable increase as compared with 1911. About one-half yet remains to be sold, but I am sorry to say that the prices so far realized are slightly below those obtained for the 1911 crop. Fluctuations are, however, inevitable. I shall be able to report more fully in December, and I hope to be able to give you a better account of the prospects of this year's crop. Next, with regard to one of our most important industries, the coal industry, I mentioned to you in December last that, pending a favourable opportunity for the reconstruction of the Cowie Harbour Coal Company, we were still giving them financial support against our Prior Lien bond. As you will all readily agree, the anticipated improvement in markets has yet to come, and it has therefore been necessary to defer the reconstruction of the Company. However, I am pleased to be able to inform you that for some time past the output from the mines has been steadily increasing, and, what is more important, the sales for the past six months have been very satisfactory. When the reconstruction of the Company is taken in hand, your interests will be fully safeguarded under the scheme of reconstruction. With regard to timber, the value of the exports during 1912 was £2,130 over the preceding year. The court have decided that the time has now arrived when an inspection should be made of the forests of the territory with a view to ascertaining definitely the amount of the different varieties of timber, more particularly timber suitable for railway sleepers. Our object is mainly to establish a trade in sleepers with China, and as a preliminary step we caused samples of the woods at present used for sleepers on our railway to be sent to the Chinese railway authorities. I am glad to say that these samples were reported upon very favourably during our visit to China. When we know what our resources are in this particular line we shall hope to establish a large trade. China, as you know, offers an extensive field for railway sleepers. We have accordingly decided to appoint one or more thoroughly expert forest officers. They will be charged with the duty of making an exhaustive report on our forests. I look forward with confidence to the result of this step.

### EXPLOITATION FOR OIL.

You will no doubt recollect that in December last I stated that the British Borneo Petroleum Syndicate had effected an arrangement with the Dutch Colonial Petroleum Company to expend a large sum of money in undertaking an energetic exploitation of the petroleum resources of British North Borneo. The Dutch Colonial Petroleum Company have located two wells in the Klias Peninsula, and they have on the spot all the plant necessary for sinking purposes, which should have now commenced. The Company's geologist, Dr. Niethammer, has examined the Sequati district and reports that geological conditions there are very similar to those at Klias. It is their intention to locate the site of at least one well and to make immediate arrangements for the necessary plant. Dr. Niethammer will then examine the territory near Jesselton. Dr. Reinhard, with three assistant geologists, is prospecting on the East Coast at Lahad Datu and close up to the Dutch boundary. No definite results have yet been obtained, as the work has been greatly handicapped by bad weather. As regards the island of Sebattik, I mentioned to you that the British Borneo Petroleum Syndicate had arranged with the Royal Dutch Petroleum Company for the exploitation of the British portion of that island. The latest news is that no definite oil indications have been found, but it is reported that good anticlinal formations exist. I shall hope to be able to report good progress in this important matter of petroleum when we meet again in December.

### CATTLE RAISING.

I mentioned last December that we were on the point of completing arrangements for a large cattle-raising concession in the *Hinterland* of the West Coast. The negotiations are now, I hope, on the eve of satisfactory conclusion. An option has been granted for nine months from February 25th last of taking up to 6,000 acres of grass land in the fertile Kaningau Valley—a district lying a few miles to the north of the interior terminus of the railway, for the purpose of raising stock, including cattle, horses, buffaloes, sheep, goats, and pigs.

There is a large demand for cattle in the Philippines and Singapore, and in North Borneo itself there would be a good sale for cattle for estate purposes, and good horses and ponies are also largely in demand amongst the European residents of our territory.

The Court attach much importance to this undertaking, which will mark a further advance in the development of our territory, and which, if properly managed, should prove a financial success.

### CHINESE IMMIGRATION.

After leaving North Borneo Sir Alfred Turner and I proceeded to Peking, where negotiations for a scheme for the immigration of Northern Chinese took place. I will not trouble you with a detailed account of the negotiations, but will merely observe that, with the kind assistance of Sir John Jordan, the British Minister, a formal agreement was eventually reached on all the main points at issue. These have been submitted in writing to the Chinese Foreign Office, who have formally signified their approval. We now only await the settlement of details before the agreement is put into final form. This work I have left in the capable hands of Messrs. Sheppard and Southcott, of the firm of Messrs. William Forbes & Co. Complete arrangements have been made for the conveyance to Borneo of from 200 to 250 families immediately on the signature of the agreement. They will be accompanied by a high Chinese official whose business it will be to report to his Government on the whole subject. We may hope that within a short time the first Company of Northern Chinese settlers will be on their way to Borneo.

### PROSPECTS.

This, gentlemen, is a brief history—for I have tried not to weary you with details—of the events of the year. Now, perhaps, you will bear with me while I make a few remarks regarding the prospects of the territory which we administer on your behalf. They seem to me excellent. The revenue is increasing by leaps and bounds without a check, and the prospects of the territory, judged by this and other tests, such as the increased trade and excise returns, are rapidly improving. The revenue for the last ten years, exclusive of land sales, has been as follows:—1903, £83,657; 1904, £97,940; 1905, £109,942; 1906, £112,765; 1907, £127,496; 1908, £127,463; 1909, £140,276; 1910, £170,767; 1911, £180,249; 1912, £197,242. The expenditure has also largely increased; but if there had been no increased expenditure there would certainly have been no increased revenue. Notwithstanding a liberal and, we believe, productive expenditure in recent years, the surplus revenue has expanded in a very satisfactory way. For the last 10 years the surplus revenue, also exclusive of land sales, has been as follows:—1903, £21,667; 1904, £35,202; 1905, £36,193; 1906, £21,479; 1907, £38,087; 1908, £33,246; 1909, £44,402; 1910, £65,850; 1911, £74,050; 1912, £81,586.

(Continued on Page 6.)

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CONTINUOUS SUCTION
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SUCKS UP DIRT AND DUST.
LIGHT
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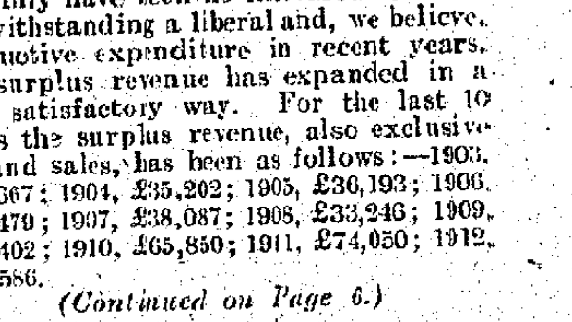

IF YOU ARE
"OUT of SORTS"
OR
'LIVERISH'
Nothing keeps a man or woman down like indigestion or liver trouble; nothing braces them up so quickly or so surely as a course of Mother Seigel's Syrup, the digestive tonic and stomachic remedy, made of roots, barks and leaves. It tones and strengthens the stomach, stimulates the liver and bowels, braces the nerves, purifies the blood, creates appetite, and assists digestion. Thirty drops taken after meals, will make and keep you well and strong.
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"At one time indigestion nearly wrecked my health. I had begun to despair of ever being cured when my attention was called to Mother Seigel's Syrup. Very soon that wonderful remedy set me right and for years since I have been a strong and healthy man. I attribute that fact to Mother Seigel's Syrup." Mr. J. SEEDHOUSE, Salters Rd., Walsall Wood, Walsall, Staffs. 29/10/12.
Is the tonic you need.
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# WOMAN'S FEAR FOR HER HAIR.

## THOUSANDS OF READERS ALL OVER THE COUNTRY AFFRIGHTED AT EPIDEMIC OF FADING AND FALLING HAIR.

**Write To-day for this Presentation Hair-Growing Toilet Outfit and Save Your Hair Before Too Late.**

From all over the country come reports of an epidemic of fading and falling hair.

Women as yet are the chiefest sufferers, but men and even children are likewise affected.

Thousands of readers are finding that their hair is

—Losing its elasticity.
—Becoming brittle.
—Splitting at the ends.
—Losing its gloss and lustre.
—Becoming faded and grey.
—Falling out literally in handfuls.

Further, the young growth of the hair (and young hair is for ever growing to replace the old) is being stunted, just as frost nips off the tender shoots of plants and trees.

Fortunately these disasters (and disasters they literally are) can be prevented.

Women need fear for their hair no longer, nor need men, nor need parents fear for their children's hair.

A remedy for the present epidemic of fading and falling hair has been discovered by Mr. Edwards, the world's greatest authority on the Care and Preservation of the Hair. The remedy only takes two minutes a day to prepare. Its cost is very, very small. Its cost is nothing. This is because Mr. Edwards wishes you to try it for a week at his own expense.

*"Gracious! What's wrong with my hair? It comes out in handfuls! I shall have none left soon! What shall I do! So hundreds exclaim as they brush their hair before the mirror.*

**Generous Free Gift to every Reader.**

Below there is printed a coupon.

Fill it up and send it (with 12 cents in stamps to pay postage of return outfit) to the Edwards' Harlene Co.

In return you will be sent the following:—

1. A trial bottle containing a week's supply of that wonderful hair-food and tonic-dressing **Harlene for the Hair.** 2. A packet of **Cremox** for the **Scalp**, a delightful Shampoo Powder which thoroughly cleanses the scalp from Scurf and stimulates the growing powers of the hair-roots.

3. Mr. Edwards' private-book of "**Hair Drill**" **Rules**, which shows you how to practise them for 2 minutes a day.

**"Harlene" Cures all the following Hair and Scalp Disorders:** Just by practising Harlene "Hair-Drill" for two minutes every day you remove the following hair ill-health conditions:—

—**Total, Partial or Patchy Baldness.**
—**Greyness in Streaks or "all over."**
—**Too-Greasy Hair.**
—**Loss of Gloss, Lustre, Colour.**
—**Falling Hair.**
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—**Scurf Accumulations.**
—**Too Dry & Brittle Hair.**
—**Splitting at the Ends.**
—**Thin, Poverty-Stricken Hair.**

Harlene and Cremex may be obtained from all Chemists and Stores, or sent direct on receipt of P.O. money order.

To the EDWARDS' HARLENE CO., 104, High Holborn, London, W.C., England.

Dear Sirs,—Please send me by return of post a presentation toilet outfit for practising Harlene Hair-Drill. I enclose 12 cents in stamps to pay carriage.

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# What do they know of whisky who do not JOHNNIE WALKER know?

The unique flavour of this whisky is its chief characteristic; and as nothing can add flavour to whisky *but* whisky, the reserve stock of pure malt Scotch whisky ageing for Johnnie Walker is kept perpetually at over three-and-a-half million gallons.

"JOHNNIE WALKER" White Label. Over 6 years old.
"JOHNNIE WALKER" Red Label. Over 10 years old.
"JOHNNIE WALKER" Black Label. Over 12 years old.

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SIEMSSEN & CO., Canton and Hong Kong.

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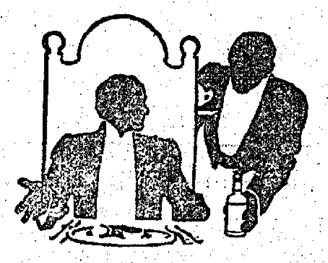

IF any man ever made a sauce that was as good as **LEA & PERRINS'**, you can be sure he would not imitate the appearance of the latter.

Yet practically every "Worcestershire" sauce tries to imitate the appearance of the original.

The very fact that it has to imitate the Lea & Perrins label and bottle, amounts to a declaration of its own inferiority. But for all that, thousands of people still say "Worcestershire" when they mean "Lea & Perrins." Do *you?*

The White Writing on the Red Label:

*Lea & Perrins*

indicates the ORIGINAL and GENUINE WORCESTERSHIRE SAUCE.

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## BRITISH NORTH BORNEO COMPANY.

*(Continued from page 5.)*

### POPULATION AND LABOUR.

The great want of the territory is population, and that is being remedied. The last census showed an increase in the European population of 82 per cent. in ten years and in the native population of nearly 100 per cent., for in 1901 it was 104,332 and in the year of the census it was 207,828. The native population, I believe, will largely increase when the medical requirements of the people in the way of vaccination and improved sanitation have been more effectually supplied. For this purpose, the medical service, as I have already informed you, is being reorganized under the able supervision of Dr. Orme. When rubber planting began in North Borneo doubts were freely expressed as to its success, owing to the supposed want of labour. No labour difficulties have been encountered which have not been surmounted, and the estates are now equipped with all the labour which they require. The date is now approaching when, under the orders of his Majesty's Government, all indentured labour must cease, but in the meantime we are setting our house in order, and I believe there will be no difficulty in obtaining the free labour required, thanks to our happy relations with Java and China. As I have already shown you, the prospects of your rubber industry are excellent, and even a still greater fall in prices would not wreck those prospects. The Cowie Harbour Coal Company will soon be reconstructed, and the funds which will thus be placed at its disposal will enable this promising industry to be developed. There is no doubt regarding the existence of ample supplies of coal, and all that is required is organization and efficient methods of extraction. The cocoanut industry is also spreading, the timber trade is thriving, tobacco holds its own, and there is every hope that mineral oil will be one of the great industries of the future. Cattle raising is about to be attempted on a large scale, and the increased population will be encouraged to grow rice and thus obviate the necessity of importing this staple article of food.

### MINERALS AND THE EXPLORATION COMPANY.

Regarding minerals, I regret that I can say nothing. We parted with our rights of exploiting our mineral resources to the Exploration Company, and their operations have come to a standstill for want of funds. Unfortunately, so long as their subsidiary companies engaged in the exploiting of oil expend £10,000 a year for that purpose, we cannot, under the terms of their concession, forcibly arouse the Exploration Company into life and action. Sooner or later, it is to be hoped, they will be able to come to some agreement with us for the surrender of the concessions which they are no longer in a position to utilize. The railway has been reconstructed, and instead of a pioneer line it will soon be a strong and durable railway, with heavy rails, excellent bridges, and ample rolling stock. The scheme of development to which our officers are now devoting their energies includes vast improvements in the town of Jesselton. The pier is being rebuilt and extended, waterworks—ensuring an ample supply of water for any possible shipping which may call at our port, as well as for a much larger population than the present population of the town—are under construction, land is being reclaimed, and many are ready to buy lots when available, and thus extend the town. Cold storage and electricity are being introduced by means of private enterprise, coal will be stored so as to supply the wants of shipping, and, in short, we hope to make Jesselton the great port of call for all shipping which passes through the narrow seas to the north-east. Wireless telegraphy is being established, steamer communication between Singapore and Hongkong and along the coast has been largely increased, and in many other directions the work of development is rapidly extending.

### QUOTATION OF THE SHARES.

In conclusion, let me refer to the fall in the price of our shares. A great many shareholders have written to us asking for an explanation as to this fall. The majority of the writers assume that there must be something wrong with the Company. There is certainly something wrong somewhere, but there is nothing wrong with the British North Borneo Company. The trouble lies in the continuous decline in price of almost every security quoted on the Stock Exchange. There is a slight rally from time to time, but this is followed by further sales, with the usual result. The fact is the market is choked with recent multi-million issues for which the public—still shy and uncertain as to the future—refused to subscribe. Money had, however, to be found to meet the calls, and consequently securities that were marketable had to be sold. The Balkan trouble has also, of course, contributed to the general unrest. I daresay it will surprise many of you to hear that the shrinkage in the aggregate value of 387 representative securities listed by the *Bankers' Magazine* amounted, in one month ending June 30th, to £88,234,000. Is it surprising, in the face of such severe liquidation, that the shares of your Company have suffered a decline, but eventually matters must right themselves, and when that time comes your shares will, no doubt, improve in price considerably. However, there is no doubt that there is a general impression in the city that the fate of this Company depends on the fate of the rubber industry, and that if the rubber companies which are at work in our territory were to fail, the British North Borneo Company would be ruined. There is no greater mistake. If the rubber companies in question were to fail, they would be unable to repay us the guaranteed interest which we have advanced to them, and consequently we would stand in the position of having given them our land for nothing, and that is the only direct loss which we would suffer.

### PROMOTION OF NEW INDUSTRIES.

Indirectly the State would suffer by the failure of its principal industry, but we are trying to promote new industries. The position was very much the same in Ceylon when I assumed the Governorship. Ceylon was supposed to be almost entirely dependent on tea, and it was our policy to stimulate new industries, and we did so successfully. The trade in the produce of the cocoanut became, if not a rival, a good second to tea, and now rubber has superseded both. It is for this reason that your court are encouraging the cocoanut trade, cattle-raising trade, and other industries in your territory in order that all our eggs may not be in one basket. It is curious that those pessimists who consider the prosperity of our Company to be entirely dependent upon rubber are the very men who dispute the policy of the board in raising and expending money for the development of the territory in other directions. Well, ladies and gentlemen, I must apologize for having detained you at such length, but I thought it better on this occasion to deal exhaustively with all the questions which have been raised and the criticism which have been levelled at this Company by persons who do not in the least understand our position and who do not appreciate the fact that we are the owners and administrators of a country almost as large as England, and that the future of our Company is dependent on the prosperity of their territory, and therefore upon its vigorous development. In short, we are not a trading Company but a Government. We depend not on trading profits but on the revenue of the country we administer, and therefore the tests and book-keeping rules which are applicable to Harrod's Stores or some other mercantile establishment of that sort do not apply and cannot be applied in our case. I now move "That the report of the directors and the audited statement of accounts for the year ended December 31st, 1912, appended thereto, be received and adopted." I will ask Sir Alfred Turner to second that resolution, and then I shall be prepared to answer any question put to me to the best of my ability. (Cheers.)

## BURMO-CHINESE TRADE.

The Consular report on the trade of Mengtsz for 1912 states:—It is pleasing to record that the trade returns, as shown by the Maritime Customs for the year 1912, create a record for the port of Mengtsz. The year immediately preceding showed a falling off of 66,629 Haikuan taels as compared with the value in 1910, a record year, when a total of 11,464,929 Haikuan taels was registered. The reasons for the decrease in 1911 are to be found in the interruption, owing to abnormally heavy rains in Yunnan and Tongking, in goods traffic on the French railway which lasted for three months between Tongking and Mengtsz and six months between Mengtsz and Yunnanfu, and in the unsettled state of the country following the revolution. Both the import and export trade suffered, and much stock which should under usual conditions have figured in the 1911 returns was held over until 1912. The total value of the trade controlled by the Mengtsz customhouse (which has branch offices at Hokow, Pishihchai, Yunnanfu and Manhao) amounted in 1912 to 19,569,689 Haikuan tales (£2,956,415), an increase of 8,171,389 Haikuan taels (£1,246,088) over the previous year.

Indian yarn continued to hold its own and accounted for 76 per cent. of the total, Tongking contributing 18 and Japanese 6 per cent. Tongking yarn, which benefits by escaping the abnormal transit dues imposed on the foreign article crossing Tongking, is cheaper in price than its Indian rival but does not find the same favour with the Chinese owing to its coarser quality. Tunghai, Kutsingfu and Yunnanfu are the principal centres supplied through Mengtsz. It is of interest to note that the opening of the French railway has not entirely destroyed the import of yarn into Yunnanfu and even Kutsingfu from India *via* Burma and Tengyueh, and that the high freights charged by the railway company allow competition by the caravan route of some 35 days from the Burma frontier.

## THE PRICE OF RUBBER.

Mr. C. Williamson Milne, presiding last month at the general meeting in London of the Kepitigalla Rubber Estates, said if he were asked to give his personal opinion, he would say that, being an optimist, he was confident that they were going to get better prices before very long. A great many factors were operating which ought to make for better prices. The Rubber Growers' Association had been moving actively as to the advisability of appointing a committee to investigate the recent fall in the price of plantation rubber. The committee had recently made representations to the Admiralty with regard to the specifying of plantation instead of the Brazilian product in Government contracts.


# RHEUMATISM, LUMBAGO & SCIATICA.

Rheumatism, Lumbago and Sciatica are three of the most common and most painful complaints and practically arise from the same cause and the names only distinguish the location of the disease. If the arms and legs are affected it is called Rheumatism; if in the Loins, Lumbago; and in the hip, Sciatica. The attacks are generally brought on by chills when the body is overheated, or by exposure to damp or cold draughts, which act, not upon the bones or muscles but upon the Uric Acid in the Blood, which is the cause of the disease. The failure of the Liver and Kidneys to filter and absorb this Acid leads to an accumulation in the system, tends to clog the circulation, and harden the tissues forming the blood vessels. Thus every movement of the affected parts causes you intense agony. The pains are affected more or less by cold or heat. A damp day will double you up, or the warmth of the bed will intensify the pain. Rheumatism is generally regarded as one of the most difficult ailments to cure, and invariably medicines are tried simply with the hope of temporary relief. Dr. MORSE'S INDIAN ROOT PILLS have been wonderfully successful not merely affording a cessation of the pain, but by driving the poison out of the blood and restoring the joints to their original suppleness. They get at the cause as no other remedy does. They get at the foundation of the complaint which is the blood and a trial will abundantly prove the wonderful efficacy of this remedy.

*A sudden twinge of pain.*

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS FOR THE LIVER

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

929



# LLOYDS BANK LIMITED.

**Subscribed Capital, £26,304,200.**
**Paid up Capital, £4,208,672. Reserve Fund, £2,900,000.**

HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

| | | | | |
|---|---|---|---|---|
| Deposit and Current Accounts | (31st Dec., 1912) | £19,[illegible],381 | 3 | 4 |
| Cash in hand, at call, and at short notice | " | 2,029,468 | 7 | 6 |
| Bills of Exchange | " | 9,481,148 | 0 | 9 |
| Investments | " | 10,939,332 | 19 | 7 |
| Advances and other Securities | " | 50,347,649 | 1 | 9 |

THIS BANK HAS OVER 650 OFFICES IN ENGLAND AND WALES.

**Colonial & Foreign Department: 60, Lombard St., London, E.C.**

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 19, RUE SCRIBE.

610

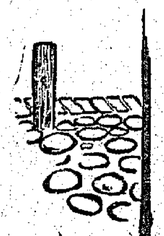


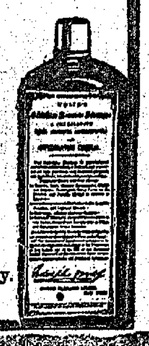
## A Drink to be grateful for.

Not simply a thirst-quencher or stimulant, but just the purest and most health-infusing spirit that has ever been produced—

# Wolfe's Aromatic Schiedam Schnapps

the beverage for all times and all weathers, for men or women, the healthy or the ailing. It imparts lasting exhilaration and gives tone and vigor to the system. A real health tonic owing to its cleansing action on the liver, kidneys, and other organs. Vastly superior to ordinary gin.





AGENTS:
MacEwen, Frickel & Co.,
Hongkong, Canton, Macao, Swatow & Amoy.

70



## Baby's Welfare.

THE 'ALLENBURYS' FOODS being perfectly digestible and closely resembling human milk, give freedom from digestive ailments, promote sound sleep and ensure vigorous health and development.

# The 'Allenburys' Foods

*and the 'ALLENBURYS' FEEDER, Simplest and Best.*

| MILK FOOD No. 1. | MILK FOOD No. 2. | MALTED FOOD No. 3. | RUSKS (Malted) |
|---|---|---|---|
| From birth to 3 months. | From 3 to 6 months. | From 6 months upwards. | From 10 months upwards. |

A Pamphlet on Infant Feeding and Management Free.

ALLEN & HANBURYS Ltd., 8a Peking Road, Shanghai, B.P.O. Box 150, and London, England.

810-1-2

## CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong. 31st August, 1913, 15th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11 a.m.). Responses, Ferial; Venite, Macfarren; Psalms, Chants of the 30th; Te Deum, Lawes, Cooke, Hopkins; Benedictus, Garrett. Holy Communion (11.45 a.m.) Kyrie, Stainer in E flat. Hymns, 200, 536, and 290. Evensong (5.45 p.m.). (Full Choir). Responses, Ferial; Psalms, Chants of the 30th; Magnificat, and Nunc Dimittis. Wesley in F; Anthem, "As pants the hart," Spohr; Hymns, 193 and 17; Sevenfold Amen. *N.B.*—Psalm 147, verses 1, 7, 12, and 18 in unison; Psalm 148, verses 1, 2, 7, 8, and 12 in unison; Psalm 149, verses 1, 5, and G. P. in unison; Psalm 150, verses (Humphreys) 1, 3, and 6 in unison; Hymns 193, verse 3 in unison; Hymn 17, verses 3 and 6 in unison.

ST. ANDREW'S CHURCH, Kowloon. 15th Sunday after Trinity, 31st August, 1913. Morning Prayer (11 a.m.).—Responses, Festal; Venite, 31st Day; Psalms, Woodward, Crotch, Woodward, 30th morning; Te Deum, Oakeley, 15th evening; Benedictus, Garrett; Hymns, 245, 199, and, 318. Kyrie, Davy. Evening Prayer (6 p.m.).—Hymn, 173; Responses, Festal; Psalms, Turton, Turle, Rimbault, Humphreys; Magnificat, Barnby, 18th morning; Nunc Dimittis, Wickes, 10th evening; Hymns, 270, 240, and 477. Vesper Hymn.

## VESSELS ON THE BERTH


THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 30th August, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MACEDONIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "ARCADIA," due in London on the 11th October, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1913. [1

THE AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"KANSAS."

Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for BOSTON AND NEW YORK (With liberty to call at the Malabar Coast).

For freight and further particulars, apply to—

THE BANK LINE, LTD., Agents.

Hongkong, 12th August, 1913. [965

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA." On or about 12th Sept.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 27th August, 1913. [1013

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—

MANAGER.

Hongkong Daily Press Office.


## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG | BERTH. | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON, via Usual Ports of Call | Arcadia | Brit. str. | — | S. Barcham | P. & O. S. N. Co. | To-day, at Noon. |
| LONDON & ANTWERP via Singapore, &c. | Nankin | Brit. str. | — | Owen Jones, R.N.R. | P. & O. S. N. Co. | On 3rd Sept., at 10 A.M. |
| LONDON & ANTWERP | Radnorshire | Brit. str. | — | ... | Jardine, Matheson & Co., Ld. | On 12th Oct. |
| HAVRE, EMDEN & HAMBURG &c. | Suevia | Ger. str. | k. w. | Kruse | Hamburg-Amerika Linie | To-day. |
| HAVRE & HAMBURG, &c. | Belgravia | Ger. str. | k. w. | Girstenbrau | Hamburg-Amerika Linie | On 13th Sept. |
| HAVRE, ANTWERP & HAMBURG, &c. | Graecia | Ger. str. | k. w. | Hensen | Hamburg-Amerika Linie | On 18th Sept. |
| HAVRE, BREMEN & HAMBURG, &c. | Scandia | Ger. str. | k. w. | Jochims | Hamburg-Amerika Linie | On 18th Sept. |
| MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c. | O. J. D. Ahlers | Ger. str. | k. w. | Frerichs | Hamburg-Amerika Linie | On 8th Sept. |
| MARSEILLES via SAIGON, S'PORE, COLOMBO, PORT SAID | Australien | Fren. str. | — | Goubault | Messageries Maritimes | On 9th Sept., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | Kitano Maru | Jap. str. | — | F. E. Cope | Nippon Yusen Kaisha | On 10th Sept., at D'light. |
| VICTORIA, B.C. & TACOMA via KEELUNG, &c. | Tacoma Maru | Jap. str. | — | T. Hamada | Osaka Shosen Kaisha | On 4th Sept., at 1 P.M. |
| VICTORIA, B.C. & SEATTLE via KEELUNG, &c. | Awa Maru | Jap. str. | — | R. Shimizu | Nippon Yusen Kaisha | On 9th Sept., at 1 P.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, &c. | Panama Maru | Jap. str. | — | J. Kanio | Osaka Shosen Kaisha | On 17th Sept., at 1 P.M. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND | Den of Glamis | Brit. str. | — | ... | Jardine, Matheson & Co., Ld. | On 23rd Sept. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON | Bulow | Ger. str. | — | C. Nahrath | Melchers & Co. | On 3rd Sept., at 10 A.M. |
| TRIESTE, FIUME, VENICE via SINGAPORE, &c. | Vorwaerts | Aus. str. | — | ... | Sander, Wieler & Co. | About 2nd Sept. |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c. | Africa | Aus. str. | — | ... | Sander, Wieler & Co. | On 15th Sept., at 4 P.M. |
| BOSTON & NEW YORK | Kansas | Brit. str. | — | R. Linklater | The Bank Line, Limited | About 2nd Sept. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | Monteagle | Brit. str. | 2 m. | W. Davison | Canadian Pacific R. Co. | To-day, at Noon. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | Empress of Russia | Brit. str. | 2 m. | ... | Canadian Pacific R. Co. | On 10th Sept., at Noon. |
| VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.) | C. Ferd. Laeisz | Ger. str. | k. w. | Geissel | Hamburg-Amerika Linie | On 30th Sept. |
| SAN FRANCISCO via KEELUNG & JAPAN, &c. | Tenyo Maru | Jap. str. | — | E. Bent | Toyo Kisen Kaisha | On 1st Sept., at Noon. |
| SAN FRANCISCO via MANILA & JAPAN, &c. | Persia | Am. str. | — | ... | Pacific Mail S.S. Co. | On 13th Sept., at Noon. |
| SAN FRANCISCO via KEELUNG & JAPAN, &c. | Korea | Am. str. | — | ... | Pacific Mail S.S. Co. | On 20th Sept., at 1 P.M. |
| AUSTRALIAN PORTS via MANILA | Prinz Waldemar | Ger. str. | — | H. Bremer | Melchers & Co. | On 6th Sept., at 9 A.M. |
| AUSTRALIAN PORTS via MANILA | St. Albans | Brit. str. | — | ... | Gibb, Livingston & Co. | On 19th Sept., at 11 A.M. |
| AUSTRALIAN PORTS via MANILA | Kumano Maru | Jap. str. | — | M. Winckler | Nippon Yusen Kaisha | On 24th Sept., at Noon. |
| MEXICAN, PERUVIAN & CHILE PORTS via JAPAN | Buyo Maru | Jap. str. | — | ... | Toyo Kisen Kaisha | On 4th Oct., at Noon. |
| JAPAN | Tjilatjap | Dut. str. | — | ... | Java-China-Japan Lijn | Quick despatch. |
| YOKOHAMA & KOBE via SHANGHAI | Austria | Aus. str. | — | ... | Sander, Wieler & Co. | About 30th inst. |
| YOKOHAMA, KOBE & MOJI | Laisang | Brit. str. | — | E. J. Tadd | Jardine, Matheson & Co., Ld. | On 3rd Sept., at Noon. |
| YOKOHAMA, KOBE & MOJI | Fultala | Brit. str. | — | Chidley | Jardine, Matheson & Co., Ld. | On 10th Sept., at 4 P.M. |
| KOBE | Coblenz | Ger. str. | — | L. Klughist | Melchers & Co. | About 16th Sept. |
| NAGASAKI, KOBE & YOKOHAMA | Inaba Maru | Jap. str. | — | S. Tominaga | Nippon Yusen Kaisha | On 24th Sept., 11 A.M. |
| MOJI, KOBE & YOKKAICHI | Indo Maru | Jap. str. | — | K. Komiya | Osaka Shosen Kaisha | On 20th Sept., P.M. |
| TIENTSIN via WEIHAIWEI & CHEFOO | Chipshing | Brit. str. | — | T. M. Meyrick | Jardine, Matheson & Co., Ld. | On 2nd Sept., at Noon. |
| CHINWANTAO | Hopsang | Brit. str. | — | J. M. Hay | Jardine, Matheson & Co., Ld. | On 4th Sept., at Noon. |
| TSINGTAU, NEWCHWANG & CHINWANTAO | Ichang | Brit. str. | 1 m. | W. Shone | Butterfield & Swire | On 2nd Sept., at D'light. |
| SHANGHAI | Yingchow | Brit. str. | 1 m. | ... | Butterfield & Swire | To-day, at Midnight. |
| SHANGHAI, KOBE & YOKOHAMA | Hakata Maru | Jap. str. | — | H. Nomura | Nippon Yusen Kaisha | To-day. |
| SHANGHAI, KOBE & MOJI | Fooksang | Brit. str. | — | T. A. Mitchell | Jardine, Matheson & Co., Ld. | To-morrow, at Daylight. |
| SHANGHAI | Africa | Aus. str. | — | ... | Sander, Wieler & Co. | To-morrow, at 6 A.M. |
| SHANGHAI | Choysang | Brit. str. | — | M. Courtney | Jardine, Matheson & Co., Ld. | On 2nd Sept., at Noon. |
| SHANGHAI, MOJI & KOBE | Rangoon Maru | Jap. str. | — | Kamoshita | Nippon Yusen Kaisha | On 3rd Sept. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | Prinz Ludwig | Ger. str. | — | F. von Binzer | Melchers & Co. | About 3rd Sept. |
| SHANGHAI | Anhui | Brit. str. | 1 m. | J. R. Harris | Butterfield & Swire | On 4th Sept., at 4 P.M. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | Nile | Brit. str. | — | H. Powell | P. & O. S. N. Co. | About 4th Sept. |
| SHANGHAI | Chenan | Brit. str. | 1 m. | L. Jones | Butterfield & Swire | On 6th Sept., at M'night. |
| SHANGHAI, KOBE & YOKOHAMA | Liberia | Ger. str. | k. w. | Schröder | Hamburg-Amerika Linie | On 11th Sept. |
| SHANGHAI | Assaye | Brit. str. | — | G. J. Coldwell | P. & O. S. N. Co. | About 11th Sept. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | Yeddo | Swed. str. | — | ... | Arthur Nilsson & Co. | On 13th Sept. |
| SHANGHAI, KOBE & MOJI | Jelunga | Brit. str. | — | J. R. O. Sullivan | David Sassoon & Co., Ltd. | On 15th Sept. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | Peking | Swed. str. | — | ... | Arthur Nilsson & Co. | About 30th Sept. |
| SHANGHAI | Tjiliwong | Dut. str. | — | ... | Java-China-Japan Lijn | Quick despatch. |
| NINGPO & SHANGHAI | Ningpo | Brit. str. | 1 m. | ... | Butterfield & Swire | On 5th Sept., at D'light. |
| HONGAY | Wuhu | Brit. str. | 1 m. | ... | Butterfield & Swire | To-morrow, at 10 A.M. |
| ANPING & TAKAO via SWATOW & AMOY | Soshu Maru | Jap. str. | — | K. Tashira | Osaka Shosen Kaisha | On 4th Sept., at 10 A.M. |
| FOOCHOW via SWATOW & AMOY | Kaijo Maru | Jap. str. | — | Y. Yamamoto | Osaka Shosen Kaisha | On 2nd Sept., at 2 P.M. |
| TAMSUI via SWATOW & AMOY | Shoshu Maru | Jap. str. | — | T. Fuchigami | Osaka Shosen Kaisha | To-morrow, at Noon. |
| SWATOW | Haimun | Brit. str. | 2 h. | J. W. Evans | Douglas, Lapraik & Co. | To-morrow, at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | Haitan | Brit. str. | 2 h. | J. S. Roach | Douglas, Lapraik & Co. | On 2nd Sept., at 11 A.M. |
| SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN | Huichow | Brit. str. | 1 m. | G. Hooker | Butterfield & Swire | On 2nd Sept., at Noon. |
| SWATOW, AMOY & FOOCHOW | Haiching | Brit. str. | 2 h. | W. C. Passmore | Douglas, Lapraik & Co. | On 5th Sept., at 11 A.M. |
| MANILA | Loongsang | Brit. str. | — | W. G. G. Leask | Jardine, Matheson & Co., Ld. | To-day, at 2 P.M. |
| MANILA, CEBU & ILOILO | Chinhua | Brit. str. | 1 m. | Finlayson | Butterfield & Swire | On 2nd Sept., at 4 P.M. |
| MANILA, MANGARIN, CEBU & ILOILO | Rubi | Am. str. | — | J. Miller | Shewan, Tomes & Co. | On 4th Sept., at 4 P.M. |
| MANILA | Yuensang | Brit. str. | — | E. Schenk | Jardine, Matheson & Co., Ld. | On 6th Sept., at 2 P.M. |
| MANILA, MANGARIN, CEBU & ILOILO | [illegible] | Am. str. | — | F. S. McMurray | Shewan, Tomes & Co. | On 13th Sept., at 4 P.M. |
| BATAVIA, CHERIBON, SAMARANG, &c. | Tjikini | Dut. str. | — | ... | Java-China-Japan Lijn | Quick despatch |
| BOMBAY via S'PORE PORT S'HAM, PENANG & COLOMBO | Luzon Maru | Jap. str. | — | H. Yamamoto | Osaka Shosen Kaisha | On 5th Sept., at 4 P.M. |
| BOMBAY via SINGAPORE & COLOMBO | Bombay Maru | Jap. str. | — | Tozawa | Nippon Yusen Kaisha | On 6th Sept. |
| SINGAPORE, PENANG & CALCUTTA | Suisang | Brit. str. | — | ... | Jardine, Matheson & Co., Ld. | On 2nd Sept., at 2 P.M. |
| SINGAPORE, PENANG & CALCUTTA | Kutsang | Brit. str. | — | Bradley | Jardine, Matheson & Co., Ld. | On 5th Sept., at 2 P.M. |
| SINGAPORE, PENANG, RANGOON & CALCUTTA | Colombo Maru | Jap. str. | — | Kawashima | Nippon Yusen Kaisha | On 6th Sept. |
| SINGAPORE, PENANG, & CALCUTTA | Gregory Apcar | Brit. str. | — | J. E. Drake | David Sassoon Co., Ltd. | On 14th Sept. |


# CANADIAN PACIFIC
## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER / TO L'POOL

| STEAMERS | Hongkong Leave | S'hai Woosung Leave | Nagasaki Leave | Kobe Leave | Yokohama Leave | Vancouver Arrive | Quebec Leave | Liverpool Arrive |
|---|---|---|---|---|---|---|---|---|
| MONTEAGLE | 30 Aug. | 4 Sept. | Moji 6 Sept. | 7 Sept. | 10 Sept. | 24 Sept. | 2 Oct. | 9 Oct. |
| EMPRESS OF RUSSIA | 10 Sept. | 12 Sept. | N'saki 14 Sept. | 16 Sept. | 18 Sept. | 27 Sept. | 2 Oct. | 9 Oct. |
| EMPRESS OF INDIA | 24 Sept. | 27 Sept. | 29 Sept. | 1 Oct. | 3 Oct. | 15 Oct. | 23 Oct. | 30 Oct. |
| EMPRESS OF ASIA | 8 Oct. | 10 Oct. | 12 Oct. | 14 Oct. | 16 Oct. | 25 Oct. | 30 Oct. | 6 Nov. |
| EMPRESS OF JAPAN | 22 Oct. | 25 Oct. | 27 Oct. | 29 Oct. | 31 Oct. | 12 Nov. | 20 Nov. | 27 Nov. |
| EMPRESS OF RUSSIA | 5 Nov. | 7 Nov. | 9 Nov. | 11 Nov. | 13 Nov. | 22 Nov. | St. John 27 Nov. | 4 Dec. |

FROM L'POOL / FROM VANCOUVER

| Liverpool Leave | Quebec Arrive | STEAMERS | Vancouver Leave | Yokohama Arrive | Kobe Arrive | Nagasaki Arrive | S'hai Woosung Arrive | Hongkong Arrive |
|---|---|---|---|---|---|---|---|---|
| 1 Aug. | 8 Aug. | MPRESS OF RUSSIA | 13 Aug. | 24 Aug. | 25 Aug. | 27 Aug. | 29 Aug. | 1 Sept. |
| 15 Aug. | 22 Aug. | EMPRESS OF INDIA | 27 Aug. | 10 Sept. | 11 Sept. | 13 Sept. | 15 Sept. | 18 Sept. |
| 29 Aug. | 5 Sept. | EMPRESS OF ASIA | 10 Sept. | 21 Sept. | 22 Sept. | 24 Sept. | 26 Sept. | 29 Sept. |
| 12 Sept. | 19 Sept. | EMPRESS OF JAPAN | 24 Sept. | 8 Oct. | 9 Oct. | 11 Oct. | 13 Oct. | 16 Oct. |
| — | — | MONTEAGLE | 1 Oct. | 17 Oct. | 20 Oct. | Moji 22 Oct. | 25 Oct. | 23 Oct. |
| 26 Sept. | 3 Oct. | EMPRESS OF RUSSIA | 8 Oct. | 19 Oct. | 20 Oct. | N'saki 22 Oct. | 24 Oct. | 27 Oct. |

PASSAGE RATES—HONGKONG TO LONDON.

| | | VIA QUEBEC. | VIA NEW YORK. |
|---|---|---|---|
| EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN | Meals and Sleeping | £71.10 | £71.10 |
| | Car Berth across | £65 — | £65 — |
| MONTEAGLE | Canada £6 additional. | £43 — | £45 — |

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the Finest, Fastest and most Luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

743]


## SHIPPING

### ARRIVALS.

ARCADIA, British str., 3,514, S. Barcham, 29th August—Shanghai 26th August, General.—P. & O. S. N. Co.

AUSTRIA, Austrian str., 7,636, M. Gosevich, 28th August—Singapore 22nd August, General.—Sander, Wieler & Co.

CHINHUA, British str., 1,340, Finlayson, 29th August—Manila 26th August, General.—Butterfield & Swire.

CHUNSANG, British str., 1,418, G. J. Mattock, 29th August—Sourabaya 18th August, Sugar.—Jardine, Matheson & Co.

GLENLOGAN, British str., 3,809, James McGregor, 28th August—Singapore 25th August, General.—Shewan, Tomes & Co.

HAIMUN, British str., 615, J. W. Evans, 29th August—Swatow 28th August, General.—Douglas, Lapraik & Co.

HAKATA MARU, Japanese str., 3,870, H. Nomura, 28th August—Singapore 23rd August, General.—Nippon Yusen Kaisha.

HUICHOW, British str., 1,222, G. Hooker, 29th August—Tientsin 20th August, General.—Butterfield & Swire.

MOYUNE, British str., 3,213, W. H. Griswood, 29th August—Liverpool 18th July, General.—Butterfield & Swire.

SIGNAL, German str., 907, Bendixen, 28th August—Hoihow 27th August, Stone.—Jebsen & Co.

SIKIANG, French str., 655, J. Pannier, 28th August—Haiphong 26th August, General.—Messageries Maritimes.

SUEVIA, German str., 2,387, Fr. Kruse, 28th August—Hankow 23rd August, General.—Hamburg-Amerika Linie.

TIENTSIN, British str., 1,227, Robertson, 28th August—Shanghai 24th August, General.—Butterfield & Swire.

TRIUMPH, German str., 29th August—Canton.

YINGCHOW, British str. 29th August—Canton.

### CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

August 29th.

ARCADIA, British str., for Singapore.
CHIPSHING, British str., for Canton.
ELAX, British str., for Singapore.
HAKATA MARU, Japanese str., for Y'hama.
HUPEH, British str., for Shanghai.
MUTRA, British str., for Singapore.
MOYUNE, British str., for Moji.
SEANG BEE, British str., for Singapore.
SUEVIA, German str., for Manila.

### DEPARTURES.

August 29th.

ANNA, Norwegian str., for Bangkok.
CHOWTAI, German str., for Bangkok.
DEVANHA, British str., for Shanghai.
HAIYANG, British str., for Swatow.
HELENE, German str., for Swatow.
HUE, French str., for Kwong-chow-wan.
KAIFONG, British str., for Hoihow.
MAGELLAN, French str., for Yokohama.
ON SANG, British str., for Saigon.
SAMSEN, German str., for Bangkok.
SENEGAMBIA, German str., for Japan.
TSINTAU, British str., for Saigon.

### SHIPPING REPORT.

The British str. *Huichow* reports: Light winds and fine weather.

### PASSENGERS.

ARRIVED.

Per *Huichow*, from Tientsin, Mr. Hargrave.

Per *Arcadia*, for Hongkong, from Shanghai, Mr. R. W. de Souza, Mr. M. Ikeda, Dr. S. T. Howell, Mr. and Mrs. Recken, Mr. P. Villavarde, Mr. E. Mutch, Capt. Ehrhardt; from Yokohama, Mr. Maas and Mr. Hara Bonjiro.

DEPARTED.

Per *Haiyang*, for Swatow, Miss F. M. Mohler; for Amoy, Mr. P. F. Ablong; for Foochow, Mr. W. H. Morris.

EXPECTED.

Per *Tango Maru*, from London.—Mr. and Mrs. H. St. John Wilding, Rev. and Mrs. P. L. Corbin, Miss A. Corbin, Miss C. Corbin, Miss Lacher, Master Lacher, Mr. R. Hartley, Mr. T. Kimura, Mrs. E. Wawn, Master A. Wawn, Mr. J. J. Thompson, Mrs. K. Sato, Miss R. Mori, Mr. and Mrs. T. Fujita and child, Major N. Matsuki, Mr. J. Nagano, Mr. F. Ross, Mr. K. Kakinuma, Miss D. Fujita, Mr. I. Tada and Mr. S. Mizoguchi.

### PASSED THE CANAL.

August 8th—*Kintuck, Nile, Stentor.*

August 12th—*Benarty, Diomed, Indien, Prinz Ludwig, Sunda, Titan, Kish.*

August 15th—*Indrani, Oanfa, Socotra, Tango Maru, Wray Castle, Den of Glamis, Paul Lecat.*

August 19th—*Machaon.*

August 22nd—*Albenga, Bayern, Ernest Simons, Glenstrae, Sardinia, Sithonia, Yeddo, Demodocus.*

August 26th—*Annam, Altmark, Indrakuala.*

### ARRIVALS AT HOME.

August 26th—*Achilles, Bencleuch, Benvorlich, Candia, Syria.*


# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL | | |
|---|---|---|---|---|
| * MANILA | "LOONGSANG" | Saturday | 30th Aug., | 2 P.M. |
| †*SHANGHAI, KOBE and MOJI | "FOOKSANG" | Sunday, | 31st Aug., | D'light. |
| * TIENTSIN via WEIHAIWEI & CHEFOO | "CHIPSHING" | Tuesday, | 2nd Sept., | Noon. |
| † SHANGHAI | "CHOYSANG" | Tuesday, | 2nd Sept., | Noon |
| SINGAPORE, PENANG & CALCUTTA | "SUISANG" | Tuesday, | 2nd Sept., | 2 P.M. |
| YOKOHAMA, KOBE & MOJI | "LAISANG" | Wed'day, | 3rd Sept., | Noon. |
| CHINWANTAO | "HOPSANG" | Thursday, | 4th Sept., | Noon. |
| *SINGAPORE, PENANG & CALCUTTA | "KUTSANG" | Friday, | 5th Sept., | 2 P.M. |
| * MANILA | "YUENSANG" | Saturday, | 6th Sept., | 2 P.M. |

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG," "KUMSANG," "Lovat," "Yatshing" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to T'tsze, Chefoo, T'tsin, Dalny, W'wei, P'tau & N'chwang.

Telephone No. 215. Sub. Exch. 1.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 29th August, 1913. [14.

# BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA KOBE and MOJI on the 10th September, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 28th August, 1913. [50

# THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

| FOR | STEAMERS | DATE OF DEPARTURE |
|---|---|---|
| LONDON & ANTWERP | "RADNORSHIRE" | On 12th Oct. |
| LONDON & ANTWERP | "VESTALIA" | On 18th Oct. |
| LONDON & ANTWERP | "DEN OF RUTHVEN" | On 26th Oct. |

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

| | | |
|---|---|---|
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "DEN OF GLAMIS" | On 23rd Sept. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "DEN OF AIRLIE" | On 16th Nov |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "MONMOUTHSHIRE" | On 14th Dec. |

For Freight and Further Particulars, apply to— Telephone No. 215 Sub Ex. No. 9

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 26th August, 1913. [49

# BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for SHANGHAI, KOBE and MOJI on 15th September.

S.S. "ABRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 19th September.

### WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th September.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 21st September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 28th August, 1913. AGENTS. '60

# PACIFIC MAIL S.S. Co.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.
MANCHURIA 27,000 tons, twin screws.
KOREA 18,000 tons, twin screws.
SIBERIA 18,000 tons, twin screws.
Also NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.

COMFORT. SAFETY. SPEED.

FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe

### SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

| STEAMERS | Tons | Sailing | |
|---|---|---|---|
| • PERSIA | 9,000 | .. .. | SATURDAY, 13th Sept., at Noon |
| KOREA | 18,000 | .. .. | SATURDAY, 20th Sept., at 1 P.M. |
| SIBERIA | 18,000 | .. .. | SATURDAY, 4th Oct., at 1 P.M. |
| • CHINA | 10,200 | .. .. | TUESDAY, 14th Oct., at Noon |
| MANCHURIA | 27,000 | .. .. | TUESDAY, 21st Oct., at 1 P.M. |
| • NILE | 11,000 | .. .. | TUESDAY, 28th Oct., at 9.45 A.M. |
| MONGOLIA | 27,000 | .. .. | SATURDAY, 8th Nov., at 1 P.M. |
| • PERSIA | 9,000 | .. .. | TUESDAY, 25th Nov., at Noon. |

• INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

### HONGKONG—MANILA SERVICE.

| FROM HONGKONG. Leave Hongkong. | | Arrive Manila. | FROM MANILA. Leave Manila. | | Due Hongkong. |
|---|---|---|---|---|---|
| 13th Sept. | PERSIA | 15th Sept. | 2nd Sept. | PERSIA | 4th Sept. |
| 14th Oct. | CHINA | 16th Oct. | 10th Sept. | KOREA | 12th Sept. |
| 28th Oct. | NILE | 30th Oct. | 24th Sept. | SIBERIA | 26th Sept. |
| 25th Nov. | PERSIA | 27th Nov. | 2nd Oct. | CHINA | 4th Oct. |
| 30th Dec. | CHINA | 1st Jan. | 9th Oct. | MANCHURIA | 11th Oct. |

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

R. C. MORTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915. 32

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

| FOR | STEAMER | TO SAIL. |
|---|---|---|
| MARSEILLES VIA PORTS | AUSTRALIEN, Capt. Gonbault | On 9th Sept., at 1 P.M. |

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
2 QUEEN'S BUILDING

# SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TONS | DATE OF SAILINGS. |
|---|---|---|---|
| SHANGHAI, YOKOHAMA, KOBE and MOJI | "YEDDO" | 7,200 | On 13th Sept. |
| | "PEKING" | 6,500 | About 30th Sept. |

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
371 YORK BUILDINGS, TOP FLOOR.

# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 27th Sept. Connecting with "KATANGA" FROM COLOMBO: 12th Oct.

# ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS 138

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 30 AUGUST, 1913.

8 a.m. *HEUNGSHAN.* 10 p.m. *FATSHAN.* | 8 a.m. *HONAM.* 5 p.m. *KINSHAN.*

SUNDAY, 31 AUGUST, 1913.

10 p.m. *KINSHAN.* | 4 p.m. *FATSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 31 AUGUST, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. *HOI-SANG*, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

# SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

## TOYO KISEN KAISHA

TRANS CONTINENTAL

## WESTERN PACIFIC

## DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

## WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 30th August.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America

SANDER, WIELER & Co., Agents.
Hongkong, 18th August, 1913. Princes' Building. 152

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

## MARSEILLES AND LONDON

TAKING PASENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) |
|---|---|---|---|---|
| Steamer | Noon, SATURDAY | Steamer | SATURDAY | FRIDAY |
| ARCADIA | August 30 | MACEDONIA | Sept. 27 | Oct. 3 |
| DEVANHA | Sept. 13 | MALWA | Oct. 11 | Oct. 17 |
| ASSAYE | Sept. 27 | MOOLTAN | Oct. 25 | Oct. 31 |
| CHINA | October 11 | Through Steamer | Nov. 8 | Nov. 14 |
| DELTA | October 25 | MARMORA | Nov. 22 | Nov. 28 |
| INDIA | Nov. 8 | MOLDAVIA | Dec. 6 | Dec. 12 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

| | | | | | | |
|---|---|---|---|---|---|---|
| LONDON | | | | | | |
| 1st Saloon | "A" | Accommodation | Single | £65. | Return | £97. |
| | "B" | " | " | £59. | " | £89. |
| 2nd Saloon | "A" | " | " | £44. | " | £66. |
| | "B" | " | " | £40. | " | £60. |
| MARSEILLES | | | | | | |
| 1st Saloon | "A" | Accommodation | Single | £61. | Return | £91. |
| | "B" | " | " | £55. | " | £83. |
| 2nd Saloon | "A" | " | " | £42. | " | £63. |
| | "B" | " | " | £36. | " | £57. |

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG About | Due MARSEILLES About | Due LONDON About |
|---|---|---|---|
| NANKIN | September 3 | October 9 | Oct. 18 |
| NYANZA | September 17 | October 24 | Nov. 2 |
| NORE | October 1 | Nov. 5 | Nov. 16 |
| NILE | October 15 | Nov. 19 | Nov. 29 |
| SYRIA | October 29 | Dec. 2 | Dec. 11 |
| SUMATRA | November 12 | Dec. 15 | Dec. 24 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
58 SUPERINTENDENT.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENET | TONS | SAILING DATES |
|---|---|---|---|
| MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | KITANO MARU, Capt. F. E. Cope | 16,000 | WED'DAY, 10th Sept., at D'light. |
| | IYO MARU, Capt. Hirase | 12,500 | WED'DAY, 24th Sept., at Daylight. |
| VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA | § AWA MARU, Capt. R. Shimizu | 12,500 | TUESDAY, 9th Sept., at 4 P.M. |
| | § SADO MARU, Capt. Asakawa | 12,500 | TUESDAY, 23rd Sept., at 4 P.M. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | KUMANO MARU, Capt. M. Winckler | 9,300 | WED'DAY, 24th Sept., at Noon. |
| | INABA MARU, Capt. Tominaga | 12,500 | WED'DAY, 22nd Oct., at Noon. |
| CALCUTTA VIA SINGAPORE PENANG & RANGOON | ‡ COLOMBO MARU, Capt. Kawashima | 6,000 | SATURDAY, 6th September. |
| BOMBAY VIA SINGAPORE, and COLOMBO | ‡ BOMBAY MARU, Capt. Tozewa | 6,000 | SATURDAY, 6th September. |
| KOBE and YOKOHAMA | | | |
| SHANGHAI, KOBE and YOKOHAMA | HAKATA MARU, Capt. Nomura | 12,500 | SATURDAY, 30th August |
| NAGASAKI, KOBE & YOKOHAMA | INABA MARU, Capt. Tominaga | 12,500 | WED'DAY, 24th Sept., at 11 A.M. |
| SHANGHAI, MOJI and KOBE | ‡ RANGOON MARU, Capt. Kamoshita | 12,000 | WED'DAY, 3rd September |

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

| | YOKOHAMA Return. | KOBE Return. | MOJI Return. | NAGASAKI Return. |
|---|---|---|---|---|
| 1st Class ... | $135 | $122 | $108 | $95 |
| 2nd " ... | $81 | $75 | $65 | $57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241. [11—12—13

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|---|---|---|
| LONDON VIA USUAL PORTS OF CALL | ARCADIA Capt. S. Barcham | Noon, 30th Aug. | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES | NANKIN Capt. Owen Jones, R.N.R. | 10 A.M., 3rd Sept. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | NILE Capt. H. Powell | About 4th Sept. | Freight and Passage. |
| SHANGHAI | ASSAYE Capt. G. J. Coldwell | About 11th Sept. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th August, 1913. 1

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| SHANGHAI | "YINGCHOW" | On 30th Aug., M'night. |
| HONGKONG | "WUHU" | On 31st Aug., 10 A.M. |
| TSINGTAU, NEWCHWANG & CHINWANGTAO | "ICHANG" | On 2nd Aug., D'light. |
| SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN | "HUICHOW" | On 2nd Sept., Noon. |
| MANILA, CEBU and ILOILO | "CHINHUA" | On 2nd Sept., 4 P.M. |
| SHANGHAI | "ANHUI" | On 4th Sept., 4 P.M. |
| NINGPO and SHANGHAI | "NINGPO" | On 5th Sept., D'light. |
| SHANGHAI | "CHENAN" | On 6th Sept., M'night. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

*N.B.*—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $15.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th August, 1913. TELEPHONE 36. [7

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|---|---|---|
| ST. ALBANS | 30th August | On 19th Sept., 11 A.M. |
| EASTERN | 20th September | On 31st Oct., 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.
AGENTS.

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# HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:
S.S. LIBERIA ... 11th Sept
S.S. ALBENGA ... 20th Sept.
S.S SUEDMARK ... 20th Sept
S.S. ARABIA ... 6th Oct.
S.S. SEGOVIA ... 20th Oct.
S.S. ALTMARK ... 5th Nov.

HOMEWARD.

FOR HAVRE, EMDEN & HAMBURG:
S.S. SUEVIA ... 30th Aug.
FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. O. J. D. AHLERS .. 8th Sept.
FOR HAVRE & HAMBURG:
S.S. BELGRAVIA ... 13th Sept.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. GRAECIA ... 18th Sept.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... 18th Sept.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. C. FERD. LABISZ 30th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th August 1913. [9

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|---|---|---|
| "HAITAN" | Capt. J. S. Roach | TUESDAY, 2nd Sept., at 11 A.M. |
| "HAICHING" | Capt. W. C. Plasmore | FRIDAY, 5th Sept., at 11 A.M. |

FOR SWATOW AND RETURN.
(Occupying 3 Days).

| | | | |
|---|---|---|---|
| "HAIMUN" | Capt. J. W. Evans | SUNDAY | 31st Aug., at 11 A.M. |
| | | WED'DAY, | 3rd Sept., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).
During the Month of AUGUST, FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th August, 1913. 6

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 16 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING. |
|---|---|---|
| TENYO MARU | E. Bent | MONDAY, 1st Sept., Noon. |
| HONGKONG MARU | S. Togo | FRIDAY, 19th Sept., at Noon. |
| SHINYO MARU | H. S. Smith | THURSDAY, 25th Sept., at Noon. |
| CHIYO MARU | W. W. Greene | FRIDAY, 17th Oct., at Noon. |
| NIPPON MARU | A. G. Stevens | WED'DAY, 5th Nov., at Noon. |

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on MONDAY, the 1st September, at Noon.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING. |
|---|---|---|
| BUYO MARU | 10,500 | SATURDAY, 4th Oct., at Noon. |
| ANYO MARU | 18,500 | WED'DAY, 3rd Dec., at Noon. |
| KIYO MARU | 17,200 | THURSDAY, 5th Feb., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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# PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|---|---|---|---|---|
| RUBI | 4000 | J. Miller | Manila, Mangarin, Cebu and Iloilo | On 4th Sept., 4 P.M. |
| ZAFIRO | 4000 | F. S. McMurray | Manila, Mangarin, Cebu and Iloilo | On 13th Sept., 4 P.M. |

Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 27th August 1913. PHILIPPINES S.S. Co. [10

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer | Captain | Leaving |
|---|---|---|
| †"TACOMA MARU" | T. Hamada | THURSDAY, 4th Sept., at 1 P.M. |
| †"PANAMA MARU" | J. Kanao | WED'DAY, 17th Sept, at 1 P.M. |
| ‡"SEATTLE MARU" | T. Saito | THURSDAY, 2nd Oct., at 1 P.M. |
| †"MEXICO MARU" | N. Kobayashi | WED'DAY 15th Oct., at 1 P.M. |
| ‡"CHICAGO MARU" | Goto | THURSDAY, 30th Oct., at 1 P.M. |
| †"CANADA MARU" | K. Hori | |

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "LUZON MARU" | A. Yamamoto | FRIDAY, | 5th Sept., 4 P.M. |
| "SAIGON MARU" | T. Yamaguchi | MONDAY, | 22nd Sept., 4 P.M. |
| "INDO MARU" | K. Komiya | THURSDAY, | 23rd Oct. 4 P.M. |

FOR MOJI, KOBE AND YOKKAICHI.

| | | | |
|---|---|---|---|
| "INDO MARU" | K. Komiya | SATURDAY, | 20th Sept., P.M. |
| "LUZON MARU" | H. Yamamoto | THURSDAY, | 30th Oct., P.M. |
| "SAIGON MARU" | T. Yamaguchi | | |

## CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "KAIJO MARU" | Y. Yamamoto | TUESDAY, | 2nd Sept., at 2 P.M. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "SHOSHU MARU" | T. Fuchigami | SUNDAY, | 31st Aug., at Noon. |
| "DAIGI MARU" | S. Tokushige | SUNDAY, | 7th Sept., at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "SOSHU MARU" | K. Tashiro | THURSDAY, | 4th Sept., at 10 A.M. |

FOR CANTON.

| Steamer | Captain | | Leaving |
|---|---|---|---|
| "SOSHU MARU" | K. Tashiro | SATURDAY, | 30th Aug. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor, No. 1, Queen's Building.

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# NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL. |
|---|---|---|---|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "BUELOW" Capt. C. NAHRATH, | 16,900 | Wed'day, 3rd Sept., at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "PRINZ LUDWIG," Capt. F. v. BINZER, | 18,300 | About Wed'day, 3rd Sept. |
| MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOUNE | "PRINZ WALDEMAR," Capt. H. BREMER, | 6,000 | Saturday, 6th Sept., at 9 A.M. |
| KOBE | "COBLENZ," Capt L. KLUGKIST. | 6,750 | About Tuesday, 16th Sept. |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th August 1913 4

# SHIPPING IN PORT.

STEAMERS.

CHIHLI, British str., 1,800, F. McGarity, 20th August—Swatow 19th August, Ballast.—Butterfield & Swire.

CHIPSHING, British str., 1,199, T. M. Meyrick, 28th August—Tientsin 21st August, General.—Jardine, Matheson & Co.

CHIYUEN, Chinese str., 1,177, W. Ross, 27th August—Shanghai 24th August, General.—Chinese.

ELAX, British str., 2,985, Smart, 17th August—Hankow 9th August, Ballast. —Asiatic Petroleum Co.

FAUSANG, British str., 1,410, H. S. Malkin, 25rd August—Sourabaya and Samarang — August, Sugar—Jardine, Matheson & Co.

FOOKSANG, British str., 1,987, T. A. Mitchell, 26th August—Singapore 20th August, General.—Jardine, Matheson & Co.

HAAKE, German str., 786, K. Stabunon, 19th August—Newport 1st July, Coal. Order.

IKALA, British str., 2,821, R. Carruthers, 21st August—Moji 15th August, Timber.—Order.

KAIJI MARU, Japanese str., 2,084, Y. Yamamoto, 23rd August—Swatow 22nd August, General.—Order.

KATHE, German str., 1,209, H. Frandsen, 25th August—Samarang 16th August, Sugar.—Order.

KIANG PING, Chinese str., 1,222, Udden, 26th August—Chinkiang 20th August, General.—Chinese.

KUMCHOW, British str., 1,450, J. A. Martin, 27th August—Saigon 23rd August, Rice.—Chinese.

KUTSANG, British str., 3,109, R. C. D. Bradley, 27th August—Kobe 21st August, General.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,093, G. W. W. Leask, 26th August—Manila 23rd August, General.—Jardine, Matheson & Co.

LYEEMOON, German str., 1,238, O. Sach, 26th August—Saigon 23rd August, Rice.—Chinese.

MITRA, British str., 3,496, Deacon, 25th August—Singapore 19th August, Oil. —Asiatic Petroleum Co.

MONTEAGLE, British str., 3,052, W. Davison, 19th August—Vancouver 23rd July, Flour and General.—Canadian Pacific Railway Co.

SEANG BEE, British str., 3,784, J. Traves, 27th August—Rangoon 15th August, General.—Chinese.

SELUN, Norwegian str., 865, Horbrinder, 26th August—Bangkok 18th August, Rice.—Chinese.

SENEGAMBIA, German str., 3,780, H. Reber, 27th August—Singapore 21st August, General.—Hamburg-Amerika Linie.

SHIMOSA, British str., 4,221, H. S. Best, 19th August—New York 27th June, General.—Dodwell & Co.

SHOSHU MARU, Japanese str., 999, D. Fuchigani, 27th August—Swatow 26th August, General. — Osaka Shosen Kaisha.

SUISANG, British str., 1,722, H. Simpson, 25th August—Moji 19th August, Coal. —Jardine, Matheson & Co.

TACOMA MARU, Japanese str., 3,830, T. Hamada, 27th August—Manila 24th August, Flour and General.—Osaka Shosen Kaisha.

TENYO MARU, Japanese str., 7,236, E. Bent, 24th August—San Francisco 26th July, Flour and General.—Toyo Kisen Kaisha.

TJITAROEM, Dutch str., 5,667, Bouman, 28th August—Java 20th August, Sugar.—Java-China-Japan Lijn.

WAISHING, British str., 1,170, J. S. Holmwood, 26th August—Swatow 25th August, General.—Jardine, Matheson & Co.

WINGSANG, British str., 1,517, T. H. Lishman, 26th August—Hongay 24th August, Coal.—Jardine, Matheson & Co.

YI LOONG, British str., E. Wrightson, 27th August—Bangkok 21st August, General.—Chinese.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years,
FROM 1874 TO 1909.

PRICE $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

# VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia* left Yokohama Sunday, between 2 and 4 p.m., for Hongkong via Manila. The United States mail has been transferred to the str. *Empress of Russia*, arriving at Hongkong on the 1st September, at 9 a.m.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans*, from Sydney, etc., left Manila for this port on the 27th August, at 5 p.m., and may be expected to arrive here to-day, at 8 p.m.

The I.G.M. str. *Coblenz* left Sydney on the 23rd August, and may be expected here on or about the 15th September.

The E. & A. str. *Eastern* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on the 20th September.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Russia* left Shanghai on the 29th August, at 6.30 p.m., and is due to arrive at Hongkong on the 1st September, at 9 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, carrying the German mails, with dates from Berlin of the 6th August, left Colombo on the 24th August, a.m., and may be expected here on or about the 3rd September.

MERCHANT STEAMERS.

The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Buyo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The A.L. str. *Africa* left Singapore for this port on the 25th August, and will arrive here on the 30th August, at 11 a.m.

The N.Y.K. str. *Awa Maru* (American Line) left Shanghai for this port on the 28th August, and is expected here on the 31st August.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 26th August, and is expected here on the 5th September.

The N.Y.K. str. *Rangoon Maru* (Bombay Line) left Bombay for this port via ports on the 20th August, and is expected here on the 6th September.

The N.Y.K. str. *Kitano Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th August, and is expected here on the 8th September.

The N.Y.K. str. *Tango Maru* (European Line) left Colombo for this port via Singapore on the 28th August, and is expected here on the 10th September.

The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 26th August, and is expected here on the 14th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 26th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Gothenburg on the 16th August, and is expected to arrive here on or about the 30th September.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Choysang*, from Shanghai, is due in Hongkong 31st August.
*Taisang*, from Singapore, is due in Hongkong 31st August.

SHIRE LINE, LIMITED.

*Harpalyce*, from Yokohama, is due in Hongkong 2nd September.
*Radnorshire*, from London, is due in Hongkong 6th September.
*Den of Glamis*, from London, is due in Hongkong 19th September.

INDRA LINE, LIMITED.

*Indrani*, passed the Canal on 15th August, is due in Hongkong 15th September.

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Hongkong, 25th August, 1913. [44-85

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Hongkong, 25th August, 1913. [44-13

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Hongkong, 25th August, 1913. [44-45


## NOTICE POST OFFICE.

The *Empress of Russia*, with the Canadian and American Mails ex *Persia*, left Shanghai on Friday, the 29th inst., at 6.30 a.m., and is due to arrive here on Monday, the 1st September, at 9 a.m.

| FOR | PER | DATE |
|---|---|---|
| SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA, via VANCOUVER ... (EUROPE via SIBERIA) ... | *Montcalm* ... | Saturday, 30th, Printed Matter and Samples ... 10.00 A.M. Registration 10.00 A.M. Registration with late fee of 10 cents up to 10.30 A.M. Registration, Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M. |
| STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI Late Letters 11.00 to NOON. (Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... | *Arcadia* ... | Saturday, 30th, Printed Matter and Samples ... 10.00 A.M. Registration 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration, Kowloon B.O. 9.30 A.M. Letters 11.00 A.M. |
| Philippine Islands ... | *Loongsang* .. | Saturday, 30th, 1.00 P.M. |
| Macao ... | *Sui Tai* ... | Saturday, 30th, 1.15 P.M. |
| Shanghai and North China ... | *Glenlogan* ... | Saturday, 30th, 4.00 P.M. |
| Bangkok ... | *Selun* ... | Saturday, 30th, 5.00 P.M. |
| Hoihow, Haiphong, Pakhoi and Saigon ... | *Triumph* ... | Saturday, 30th, 5.00 P.M. |
| Tientsin ... | *Chipshing* ... | Saturday, 30th, 5.00 P.M. |
| Shanghai and North China (EUROPE VIA SIBERIA) | *Yingchow* ... | Saturday, 30th, 5.00 P.M. |
| Swatow ... | *Haimun* ... | Sunday, 31st, 9.00 A.M. |
| Hongay ... | *Wuhu* ... | Sunday, 31st, 9.00 A.M. |
| | | —: SEPTEMBER :— |
| FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO ... (EUROPE VIA SIBERIA) ... | *Tenyo Maru* | Monday, 1st, Printed Matter, and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Registration Kowloon O.B. ... 9.30 A.M. Letters ... 11.00 A.M. |
| Tsingtau ... | *Ichang* ... | Monday, 1st, 5.00 P.M. |
| Swatow, Amoy and Foochow ... | *Haitan* ... | Tuesday, 2nd, 10.00 A.M. |
| Swatow, Weihaiwei, Chefoo and Tientsin | *Huichow* ... | Tuesday, 2nd, 11.00 A |
| Swatow, Amoy and Foochow ... | *Kaijo Maru* | Tuesday, 2nd, 1.00 P.M. |
| Straits and India via Calcutta ... | *Suisang* ... | Tuesday, 2nd, 1.00 P.M. |
| Philippine Islands... | *Chinhua* ... | Tuesday, 2nd, 3.00 P.M. |
| Straits and Ceylon ... | *Nankin* ... | Wednesday, 3rd, 8.00 A.M. |
| STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES ... | *Bilelow* ... | Wednesday, 3rd, Printed Matter and Samples ... 8.30 A.M. Registration ... 8.30 A.M. Registration. Kowloon B.O. ... 8.00 A.M. Letters ... 9.00 A.M. |
| Swatow ... | *Haimun* ... | Wednesday, 3rd, 10.00 A.M. |
| Japan via Yokohama ... | *Latsang* ... | Wednesday, 3rd, 11.00 A.M. |
| Formosa via Keelung, Japan via Moji, Victoria and Tacoma ... | *Tacoma Maru* | Thursday, 4th, NOON |
| Philippine Islands... | *Bubi* ... | Thursday, 4th, 3.00 P.M. |
| Shanghai and North China ... | *Anhui* ... | Thursday, 4th, 3.00 P.M. |
| Ningpo, Shanghai and North China ... | *Ningpo* ... | Thursday, 4th, 5.00 P.M. |
| Swatow, Amoy and Foochow ... | *Haiching* ... | Friday, 5th, 10.00 A.M. |
| Straits and India via Calcutta ... | *Kutsang* ... | Friday, 5th, 1.00 P.M. |
| Philippine Islands, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Tasmania, New Zealand, S. and W. Australia via Brisbane | *Prinz Waldemar* .. | Saturday, 6th, 8.00 A.M. |
| Philippine Islands ... | *Yuensang* ... | Saturday, 6th, 1.00 P.M. |
| Shanghai and North China (EUROPE via SIBERIA) | *Chenan* ... | Saturday, 6th, 5.00 P.M. |
| SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... | *Australien* ... | Tuesday, 9th, Printed Matter and Samples ... 10.00 A.M. Registration 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration Kowloon B.O. ... 10.15 A.M. Letters 11.00 A.M. |
| Philippine Islands ... | *Zafiro* ... | Saturday, 13th, 9.00 A.M. |
| Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin ... | *Taiyuan* ... | Wednesday, 24th, 2.00 P.M. |

## COMMERCIAL.

CLOSING QUOTATIONS.

August 29th.

| | |
|---|---|
| ON LONDON:— | |
| Telegraphic Transfer | 1/11 13/16 |
| Bank Bills, on demand | 2/- |
| Bank Bills, at 30 days' sight | 2/- 1/16 |
| Bank Bills, at 4 months' sight | 2/- 1/8 |
| Credits, at 4 months' sight | 2/- 3/16 |
| Documentary Bills 4 months' sight | 2/- 3/16 |
| ON PARIS:— | |
| Bank Bills, on demand | 25 3/8 |
| Credits, at 4 months' sight | 25 7/8 |
| ON GERMANY:— | |
| On demand | 204 |
| ON NEW YORK:— | |
| Bank Bills, on demand | 48 3/8 |
| Credits, at 60 days' sight | 49 3/8 |
| ON BOMBAY:— | |
| Telegraphic Transfer | 149 1/4 |
| Bank, on demand | 149 1/2 |
| ON CALCUTTA:— | |
| Telegraphic Transfer | 149 1/4 |
| Bank, on demand | 149 1/2 |
| ON SHANGHAI:— | |
| Bank, at sight | 73 1/8 |
| Private, 30 days' sight | 74 |
| ON YOKOHAMA:—On demand | 97 1/4 |
| ON MANILA:—On demand—Pesos | 99 1/2 |
| ON SINGAPORE:—On demand | 85 1/2 |
| ON BATAVIA:—On demand | 121 |
| ON HAIPHONG:—On demand | 1 1/4% pm. |
| ON SAIGON:—On demand | 1 " |
| ON BANGKOK:—On demand | 77 1/8 |
| SOVEREIGNS, Bank's Buying Rate | $9 95 |
| GOLD LEAF, 100 fine, per tael | $52.60 |
| BAR SILVER, per oz. | 27 1/2 |

SUBSIDIARY COINS.

| | | | per cent. |
|---|---|---|---|
| Chinese | 20 cents pieces | $7.41 | discount. |
| Chinese | 10 " | $7.58 | " |
| Hongkong | 20 " | $5.34 | " |
| Hongkong | 10 " | $5.27 | " |

MAILS VIA SIBERIA.

| London Date | Due Shanghai |
|---|---|
| August 15th. | August 30th. |
| August 16th. | September 1st. |


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## SHARE LIST.—QUOTATIONS.

HONGKONG 29TH AUGUST, 1913.

| STOCKS. | NO. OF SHARES. | VALUE | PAID UP. | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV'D. |
|---|---|---|---|---|---|
| BANKS,— | | | | | |
| Hongkong & S'hai. Bank Corporation | 120,000 | $125 | all | $790, sales; L'don £80 | 5 1/2 p.c. |
| China Borneo Company, Limited ... | 60,000 | $12 | all | $10, sales | 8 1/2 p.c. |
| China Light and Power Company, Ld. | 50,000 | $5 | all | $4 1/4 | |
| | 50,000 | $1 | all | | |
| China Provident, Loan & Mortgage Co., Ld | 200,000 | $10 | all | $8 3/4, sellers | 7 1/2 p.c. |
| COTTON MILLS,— | | | | | |
| Ewo Cotton Spin'g. & Weaving Co., Ld. | 20,000 | Tls. 50 | all | Tls. 130, sellers | |
| Hongkong Cotton Spinning Co., Ld. ... | 125,000 | $10 | all | $9 1/2, sellers | |
| Dairy Farm Company, Limited ... | 40,000 | $7 1/2 | | $27, buyers | 5 p.c. |
| DOCKS AND WHARVES,— | | | | | |
| H'kong. & Kowloon Wharf & G. Co., Ld. | 60,000 | $50 | all | $92, sal. & buy. | 5 p.c. |
| H'kong. and Whampoa Dock Co., Ld. ... | 50,000 | $50 | all | $80, buyers | 3 p.c. |
| New Amoy Dock Co., Limited... ... | 10,000 | $53 | all | $8 1/2 | 7 1/2 p.c. |
| S'hai. Dock and Engineering Co., Ld. | 55,700 | Tls. 100 | all | Tls. 55 | |
| S'hai. and Hongkew Wharf Co., Ld. ... | 36,000 | Tls. 100 | all | Tls. 105, buyers | |
| Green Island Cement Co., Limited... ... | 400,000 | $10 | all | $5 1/2, buyers | |
| Hongkong Electric Co., Limited ... ... | 60,000 | $10 | all | $38 | 4 p.c. |
| Hongkong Hotel Company, Limited | 12,000 | $50 | all | $125 | 5 p.c. |
| | 8,000 | | $25 | $90, sales | |
| Manila Metropole Hotel, Limited ... ... | 15,000 | Ps. 10 | all | P8 1/2, sellers | |
| Hongkong Ice Company, Limited ... ... | 5,000 | $25 | all | $175, sellers | 5 1/2 p.c |
| Hongkong Rope Manufacturing Co., Ld.... | 60,000 | $10 | all | $24, x. div., sel. | 9 1/2 p.c. |
| H'kong & South China Steam Fishery Co., Ld. | 15,000 | $10 | all | $2, buyers | |
| Hongkong Steel Foundry Co., Ld. .. | 15,000 | $10 | all | $10 | |
| Hongkong Tramway Co., d. ... ... | 325,000 | 5/- | all | 8/-, sales | |
| INSURANCES— | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | $250 | $50 | $305, buyers | 6 p.c. |
| China Fire Insurance Co., Limited ... | 20,000 | $100 | $20 | $148, buyers | 6 2/3 p.c. |
| Hongkong Fire Insurance Co., Ld. ... | 8,000 | $250 | $50 | $358, buyers | 7 1/2 p.c. |
| North-China Insurance Co., Limited | 10,000 | £15 | £5 | Tls. 133 | |
| Union Insurance Society, Limited ... | 12,400 | $250 | $100 | $786, sales | 6 1/2 p.c. |
| Yangtsze Insurance Association, Ld .. | 12,000 | $100 | $60 | $190, @ Ex 7/3 | |
| LANDS AND BUILDINGS,— | | | | | |
| H'kong. Land Invest. Agency Co., Ld | 50,000 | $100 | all | $115 1/2 | 6 1/2 p.c. |
| Hongkong Land Reclamation Co., Ld. | 25,000 | $100 | $75 | $200 | |
| Humphreys' Estate and Finance Co., Ld | 150,000 | $10 | all | $9, buyers | 5 1/2 p.c. |
| Kowloon Land and Building Co., Ld. | 6,000 | $50 | $30 | $46, buyers | 7 p.c |
| Shanghai Land Investment Co., Ld. . | 76,000 | Tls. 50 | all | Tls. 89 | |
| West Point Building Co., Limited | 12,500 | $50 | all | $72, sellers | 5 3/4 p.c |
| Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ... | 25,000 | Gds. 10 | all | Tls. 22 | |
| MINING.— | | | | | |
| Chinese Engineering and M. Co., Ld... | 1,000,000 | £1 | all | 30/- | |
| Heawood Tin and Rubber Estate, Ld... | 822,000 | 2/- | all | 3/6 | |
| Raub Australian Gold Mining Co., Ld | 200,000 | £1 | all | $3.35, sellers | |
| Tronoh Mines, Limited ... ... | 160,000 | £1 | all | 52/- | |
| Peak Tramways Co., Limited .. | 25,000 | $10 | all | $10 | 7 1/2 p.c. |
| | 50,000 | $10 | $1 | $0.90 | |
| Philippine Co., Limited ... ... | 75,000 | $10 | all | $5 | |
| Pulpes et Papeteries du Tonkin Societe des | 13,200 | £50 | all | $20, sellers | |
| REFINERIES.— | | | | | |
| China Sugar Refining Co., Limited .. | 20,000 | $100 | all | $97, sellers | 3 p.c. |
| Luzon Sugar Refining Co., Limited | 7,000 | $100 | all | $35 | |
| STEAMSHIP COMPANIES.— | | | | | |
| China and Manila Steamship Co., Ld .. | 30,000 | $25 | all | $9.40, sales | |
| Douglas Steamship Co., Limited. ... | 20,000 | $50 | all | $38 | 5 p.c. |
| H'kong., Canton & Macao S.B. Co., Ld. | 80,000 | $15 | all | $29 1/2, sellers | 7 1/2 p.c |
| Indo-China Steam Navigation Co. Ld | 60,000 pref. | $25 | all | $75 L'don £3 | |
| | 60,000 def. | | | | |
| Shell Transport & Trading Co., Ld.... | 2,500,000 | £1 | all | 110/-, buyers | 6 p.c. |
| Star Ferry Company, Limited | 30,000 | $10 | all | $56 1/2, buyers | 3 1/2 p.c. |
| South China Morning Post, Limited | 6,000 | $25 | all | $22 | |
| Steam Laundry Company, Limited | 20,000 | $5 | all | $4 1/2, sellers | |
| STORES AND DISPENSARIES.— | | | | | |
| Campbell, Moore & Co., Limited | 1,200 | $10 | all | $25 | |
| Powell, Wm., Limited ... | 15,000 | $7 | all | $11, sellers | 4 p.c |
| Watson & Co., A. S., Limited | 90,000 | $10 | all | $7 3/4 | |
| Weissmann, Limited ... | 3,000 | $10 | all | $31, buyers | |
| Union Waterboat Co., Limited. | 50,000 | $10 | all | $17, buyers | 5 1/2 p.c. |

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| Loans. | Amount. | Value. | Interest. | Quotation. |
|---|---|---|---|---|
| Chinese Imperial 1886 | Tls. 767,200. | Tls. 250 | 7% p. annum | Par. |

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## TO-DAY

12.30 p.m.—Hongkong Jockey Club Subscription Griffins Meeting at the Jockey Club Office.

2.30 p.m.—Auction of Five 500 ton Steel Lighters at Observation Place, Praya East, by Messrs. Hughes & Hough.

3.15 p.m.—Fourth Gymkhana Meeting at the Happy Valley.

## FORTHCOMING EVENTS.

Tuesday, 2nd September:—

11 a.m.—Auction of H.M.S. *Alacrity* on board at H.M. Naval Yard.

11 a.m.—Auction of H.M.S. *Handy* and H.M.S. *Janus* on board at H.M. Dockyard.

Wednesday and Thursday, 3rd and 4th Sept.:—

10 a.m.—Old and Surplus Naval and Victualling Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.

Saturday, 6th Sept.:—

8.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.


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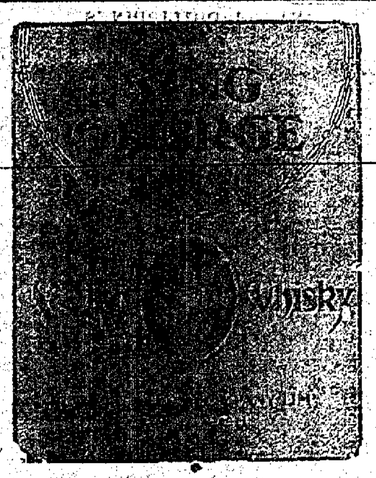


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